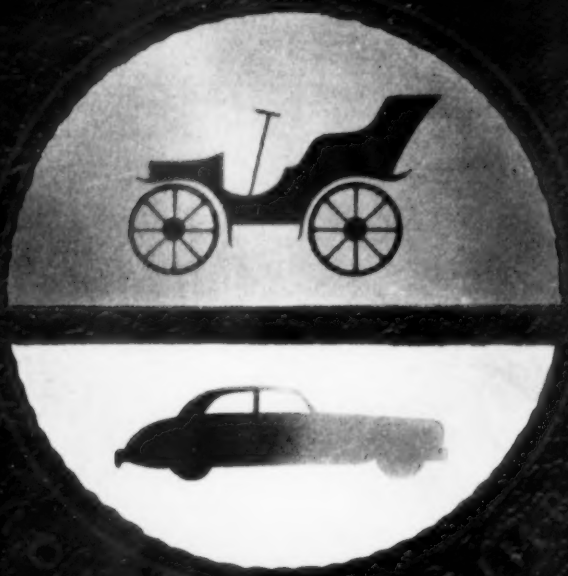
The Autocar
8 MAY 1953

ONE SHILLING

The Autocar



Motoring through Six Reigns

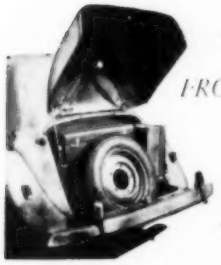
The Armada's in the Channel...

To-day, as in the time of that First Elizabeth
The challenge of a great Armada faces Britain.
The mustering might of Trade from West and East
Treads hard upon Her heel
And markets sway before the siege pressed home
But even as She did those many years ago,
So now with resolute determination
Brittain meets the gauntlet thrown
Men breathe the breath of Enterprise & infinite invention
Finds new skills; a will indomitable
Illuminates Her skies.
She calls Her Commonwealth to this fresh emprise,
Draws upon resources far beyond the dreams
Of any single continent; fires ambitions long lain dormant
And wakes the morning with bright visions
Of great splendour, 'till all men join together
In the glory of this new Elizabethan Age
Drake's spirit over Brittain moves,
Who dares to doubt Her right
To lead the way ahead.

A STATEMENT OF FAITH FROM **GIRLING** LTD TO ALL WHO BELIEVE IN BRITAIN

Pride of Place

In this glorious year CITROEN is proud of its high place on the roads of the Empire. Perfectly designed to withstand the hardships of travel in new or little developed areas, indifferent to climatic conditions, superbly comfortable even on the poorest roads, holding fast to all surfaces, no wonder the FRONT WHEEL DRIVE CITROEN is the ideal car for the Commonwealth.



★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FRONT WHEEL DRIVE *INDEPENDENT FRONT WHEEL SUSPENSION*
TORSION BAR SPRINGING *DETACHABLE CYLINDER BARRELS*
NEW LARGER LUGGAGE COMPARTMENT

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Light Fifteen — £685 plus P.T.
Big Fifteen — £740 plus P.T.
Six Cylinder — £940 plus P.T.

CITROEN

CITROEN CARS LTD SLOUGH BUCKS. *Telephone: Slough 23811*

ORGANISATION

The companies of this industrial commonwealth join with the British Commonwealth of Nations in expressing their heartfelt wishes of goodwill to Queen Elizabeth II. Long may the reign over us!

The Owen Organisation comprises 30 companies, including:

RUBERY, OWEN & CO. LTD., DARLASTON SOUTH STAFFS. *Chassis Frames (Commercial and Public Transport Vehicles, Cars and Caravans). Rear Axle Casings (Commercial Vehicles, Cars, Vans). Passenger Car Wheels and Discs. Fuel Tanks (Cars and Commercial Vehicles). Caravan and Trailer Wheels and Axles. Bolts and Nuts. Motor Pressings.*

RUBERY, OWEN & CO. LTD., BRITANNIA WORKS, PAYNES LANE, COVENTRY. *Medium Pressings.*

RUBERY, OWEN & KEMSLEY PTY. LTD., FINSBURY, ADELAIDE, S. AUSTRALIA. *Car Wheels and Discs. Chassis Frames. Axle Casings.*

RUBERY, OWEN (WARRINGTON) LTD., CLEVELEYS ROAD, WARRINGTON. *Complete Front and Rear Axles for Commercial Vehicles.*

MOTOR PANELS (COVENTRY) LTD., HOLBROOK LANE, COVENTRY. *Car Body Shells. Panels and Wings.*

C. & L. HILL LTD., STRINGES LANE, WILLENHALL. *Non-Ferrous Castings.*

E. CAMELINAT & CO. LTD., CARVER STREET, BIRMINGHAM. *Spinnings. Pressings. Plating. Bar Products.*

NUTS & BOLTS (DARLASTON) LTD., FOSTER STREET, DARLASTON. *Fastenings of all kinds.*

INVICTA ELECTRODES LTD., BILSTON LANE, WILLENHALL. *Arc Welding Electrodes.*

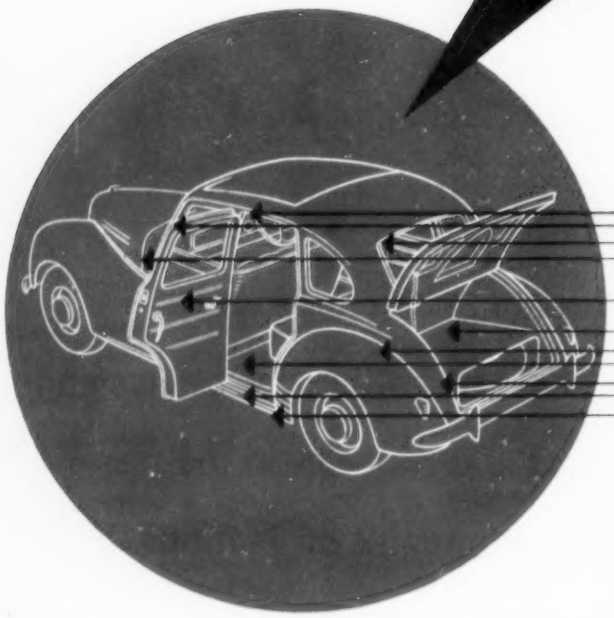
Drake's drum, which now rests at Plymouth is a tangible reminder of the first Elizabethan era and of bold English enterprise.

On this historic occasion Tecalemit send greetings to their many business associates and affiliated companies in the Commonwealth of Nations.

TECALEMIT *The Authority on Lubrication* PLYMOUTH ENGLAND

Don't just stick it.....

Bostik it!



All British Car Manufacturers use Bostik for one or more of these operations . . .

- *Sticking draught excluders to doors, boot lids, and sliding roofs.*
- *Lining floors of boots and tool boxes.*
- *Sticking running board rubbers to metal.*
- *Sticking stone guards to rear wings.*
- *Sticking anti-chafing strips under bonnet covers.*
- *Sticking floor carpets.*
- *Sticking anti-drum felt.*
- *Bulkhead sealing.*
- *Sealing piping between rear wing and body.*
- *Drip Mould Sealing.*

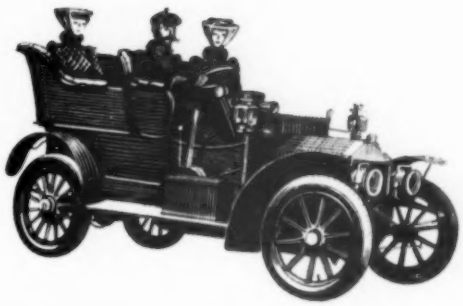
The BOSTIK System of Adhesion includes Bostik Adhesives, Prestik, and Bostik Sealing Compounds developed to meet the motor industry's never-ending demand for faster, cheaper, and more efficient production methods.

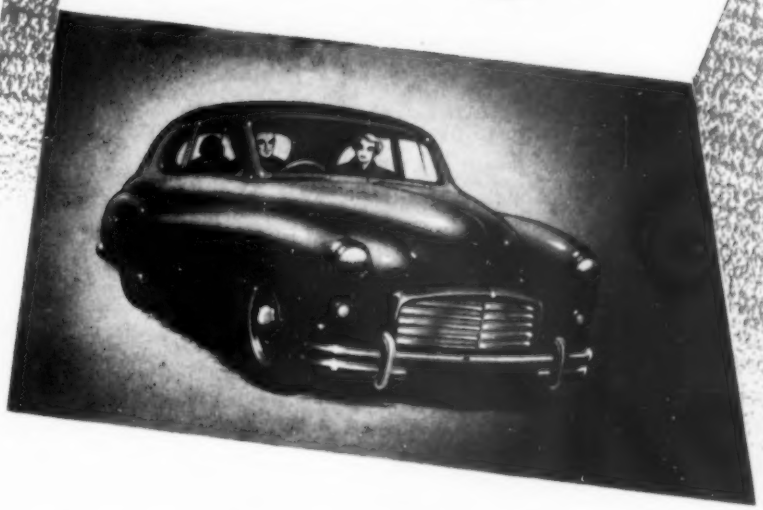
PRESTIK

* *The word "Bostik" is a registered trade mark of the*

B. B. CHEMICAL CO. LTD., Ulverscroft Road, Leicester

QUALITY ELECTRICAL EQUIPMENT FOR CARS

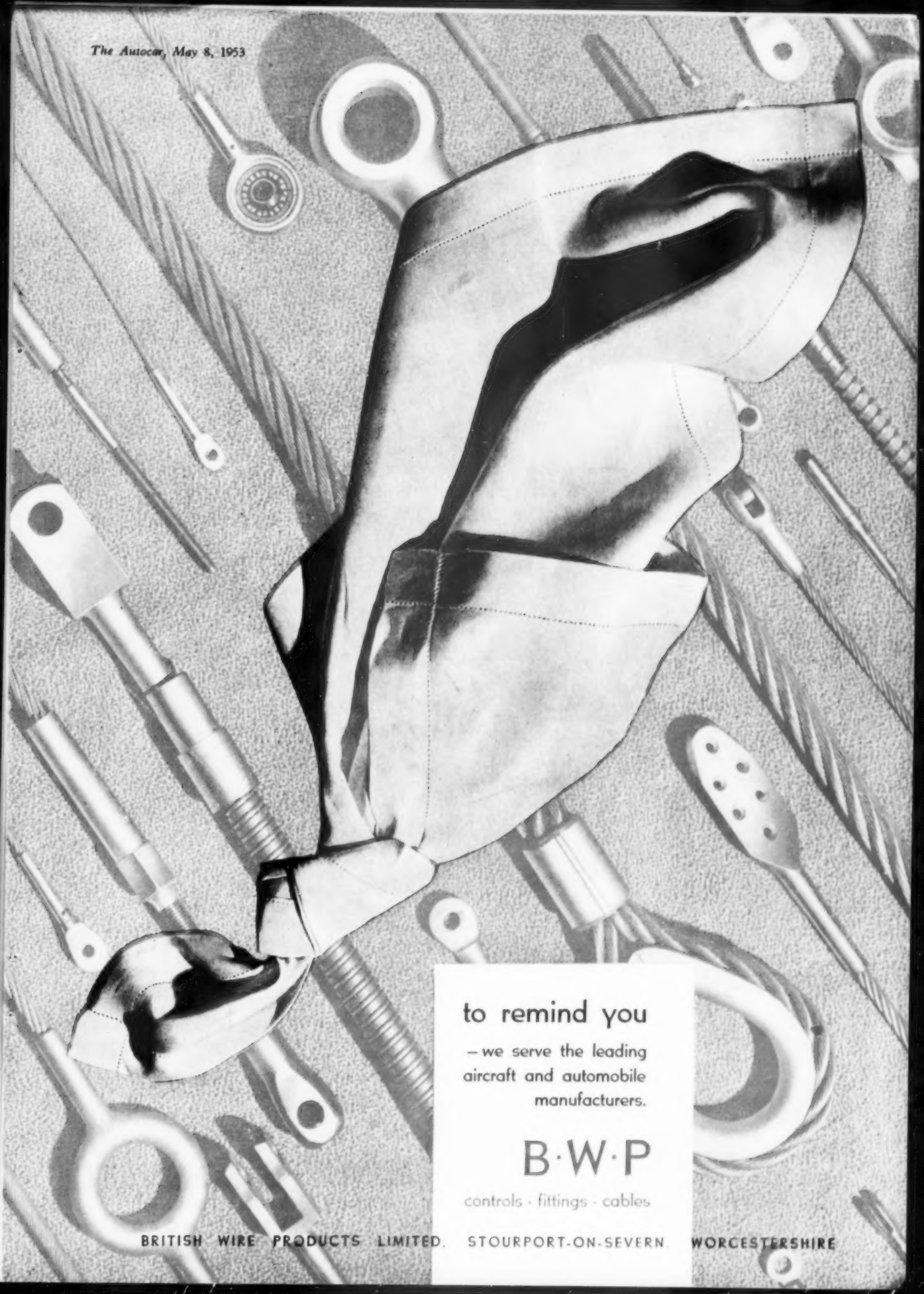




LUCAS . . the Name that has been associated with the British Motor Industry throughout the reigns of six Sovereigns.

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND

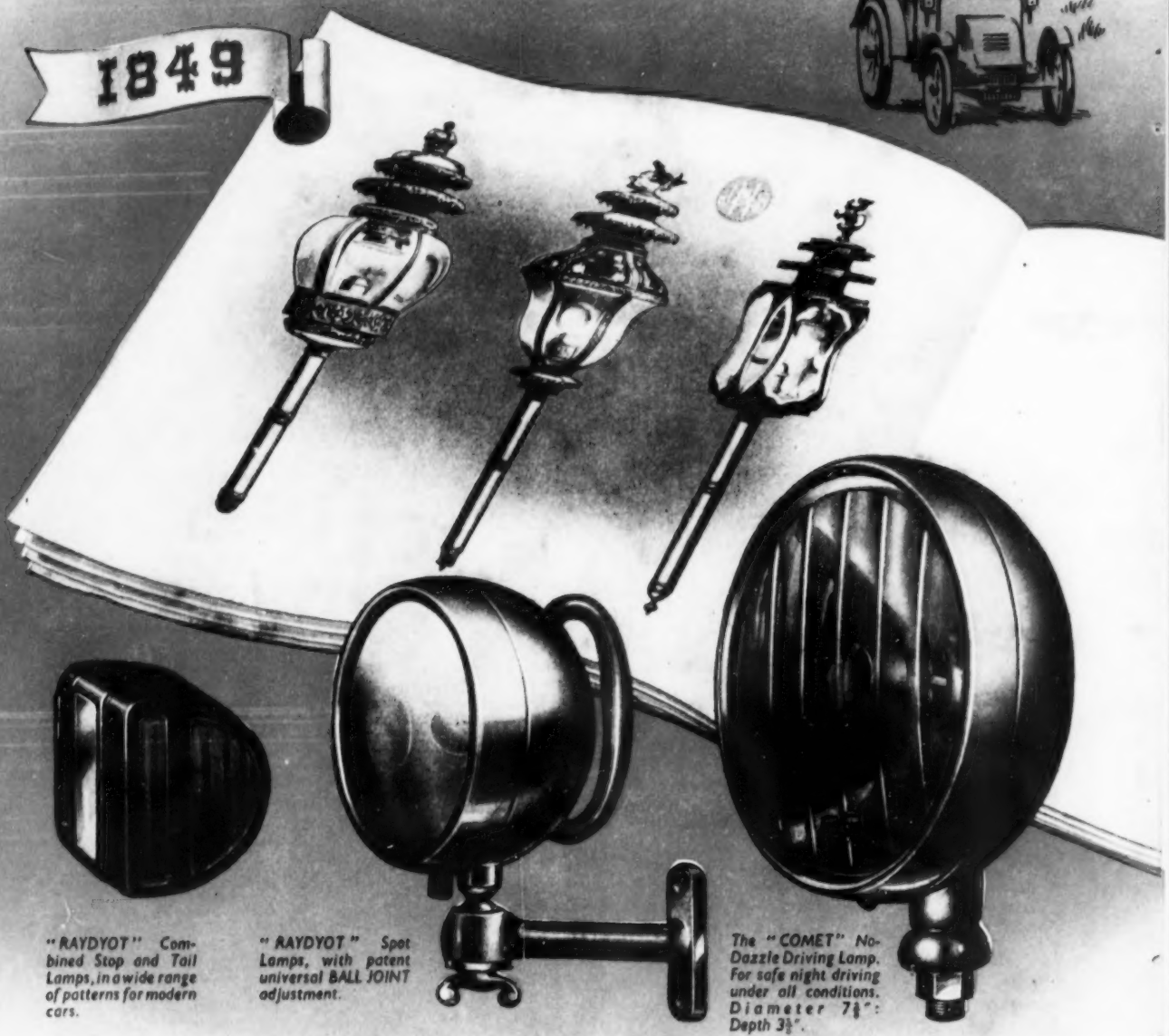
Courage
Adventurous, challenging — sometimes inspiring — the leaders in those spacious days of the Great Elizabeth sped forward to fruitful achievements with courage and vision, unhalted either by obstacles or triumphs. The greatness of England in this new Elizabethan Age, rests not alone on spectacular victories on land and sea, but on Britain's manifold Industries and their realism in facing and solving the challenging problems of to-day.
FORGINGS BY
Garringtons
SPECIALISTS IN SERVING PRECISELY THE NEEDS OF MASS PRODUCTION
GARRINGTONS LTD · DARLASTON & BROMSGROVE


to remind you
– we serve the leading aircraft and automobile manufacturers.
B·W·P
controls · fittings · cables
BRITISH WIRE PRODUCTS LIMITED. STOURPORT-ON-SEVERN. WORCESTERSHIRE

'RAYDYOT'

LAMPS · HEATERS · MIRRORS

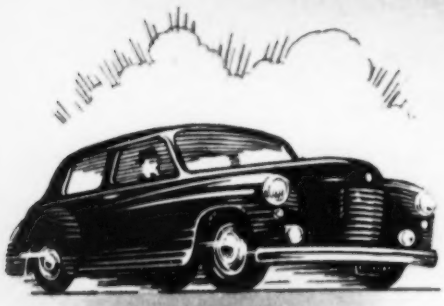
1849



"RAYDYOT" Combined Stop and Tail Lamps, in a wide range of patterns for modern cars.

"RAYDYOT" Spot Lamps, with patent universal BALL JOINT adjustment.

The "COMET" No-Dazzle Driving Lamp. For safe night driving under all conditions. Diameter 7⅛": Depth 3½".



Early in the reign of Queen Victoria and long before the first motor-car appeared, Neale's carriage lamps were already known far and wide for their outstanding design and workmanship

In the reign of Queen Elizabeth II, "RAYDYOT" specialities will continue to serve the modern motorist and commercial vehicle user in the modern manner.

OVER A CENTURY OF SERVICE

JAMES NEALE & SONS LTD.

GRAHAM STREET, BIRMINGHAM, 1

LONDON DEPOT: 95, PIMLICO ROAD, S.W.1

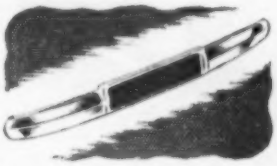
THROUGH FOUR REIGNS

Pyrene TRADE MARK

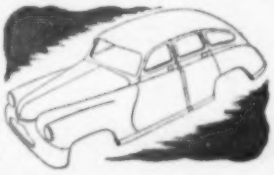
Pioneers of SAFER MOTORING

Protection against FIRE For 40 years Pyrene Fire Extinguishers have afforded motorists the most effective protection against Fire. Throughout the British Empire—and indeed the whole civilised world—" Pyrene " is the best known name in Fire Protection—not only in the field of motoring but in every branch of commerce and industry on land, sea, and in the air. There can be no finer guarantee that the Pyrene Fire Extinguisher—which you should carry on *your* car—will give you the maximum protection and the finest service.

Protection against DAMAGE Over 28 years ago The Pyrene Company were among the first to introduce into this country the use of motor car bumpers. To-day, Bumpers and Overriders made in the " Pyrene " Works are fitted as standard to many of Britain's Leading Cars. Chosen not only for their fine quality but for the vast experience in research and test which ensures *real* protection in the event of collision—Pyrene Bumpers keep pace with every trend in modern car design.



Protection against CORROSION Over 25 years' experience has made The Pyrene Company pre-eminent as specialists in the industrial applications of Phosphate Coatings. Widely known to motorists the world oevr, the BONDERIZING, SPRA-BONDERIZING and ROTO-BONDERIZING processes are in daily use for protecting Britain's fine automobile finishes against rust and corrosion. Very large numbers of chassis components are protected by PARKERIZING, a combined phosphating and finishing system. Also, of course, many working parts like gears, camshafts, pistons, valves, tappets, etc., are PARCO-LUBRIZED to reduce wear, particularly during the critical running-in period.



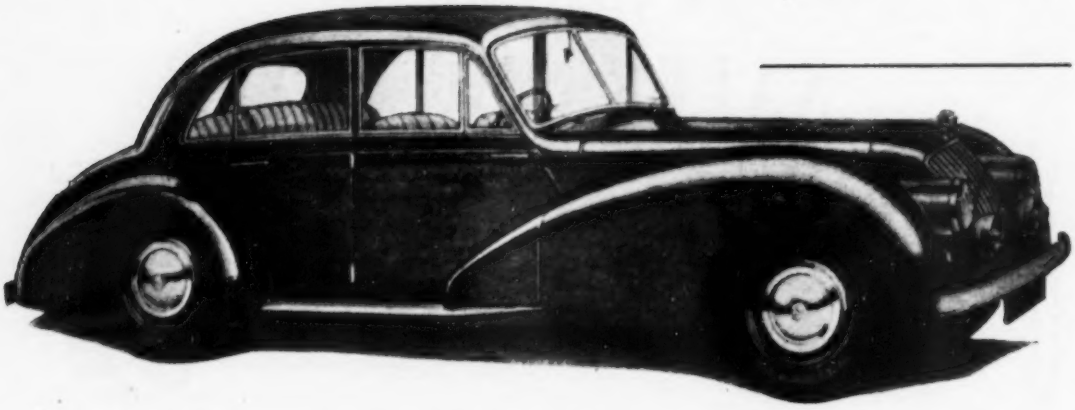
THE PYRENE COMPANY LTD.

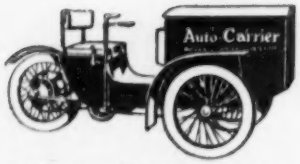
Great West Road, Brentford, Middx.

Telephone: Ealing 3444

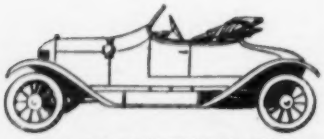
FROM 1904 TO 1953

The centre of





1904 The AUTOCARRIER



1914 PRODUCTION CAR

1926 4 CYL. 2 SEATER

1938 4 DOOR SALOON

Do you realise that you can now have

A HAND-TAILORED CAR

coachbuilt in the true British tradition

for £1,456 · 18 · 1 incld. P.T.

A car designed for the individual motorist, which is exclusive in appearance and performance.

- Non-rusting aluminium panelling and wings, coachbuilt on seasoned wood framework.
- Fascinating to handle with amazing road holding which instils the driver with an unusual feeling of safety.
- Sports performance with the comfort of a luxury saloon.
- Exceptional all-round visibility.
- Coupled with a grace and style which never dates and makes your car the centre of attraction wherever you go.

Available as a 2-door saloon at £1,456.18.1, or 4-door at £1,570.14.11 incld. P.T.

The lead provided for the British Motor Industry by AC was initiated by the first Autocarrier in 1904, selling for £90. The first four-wheeler in 1913, and later designs, incorporated principles which were used later throughout the industry. Many world records were won including: 1921—100 records at Brooklands; 1922 the first 1500 c.c. car to cover 100 miles within the hour; 1924—46 awards, and many international awards right up to the present era.

AC

AttrACtion

The "PETITE"

for motoring at under 1½d per mile

Bringing low cost motoring combined with comfort and style to the British public for the first time. With 60-70 miles to the gallon and road tax at £5, transport for two (plus a child) is provided cheaper than bus or train. Easy to handle, the "Petite" can be used by your wife for shopping or taking the children to school, for your daily travel to work, trips to the coast or for dress visits to parties and theatres. Cruising speed of 30-35 m.p.h. can be maintained and all modern principles are incorporated—independent suspension, hydraulic brakes, self-starter, steering column gear change for 3 forward and reverse, dipping lights, etc. Ask your local agent.

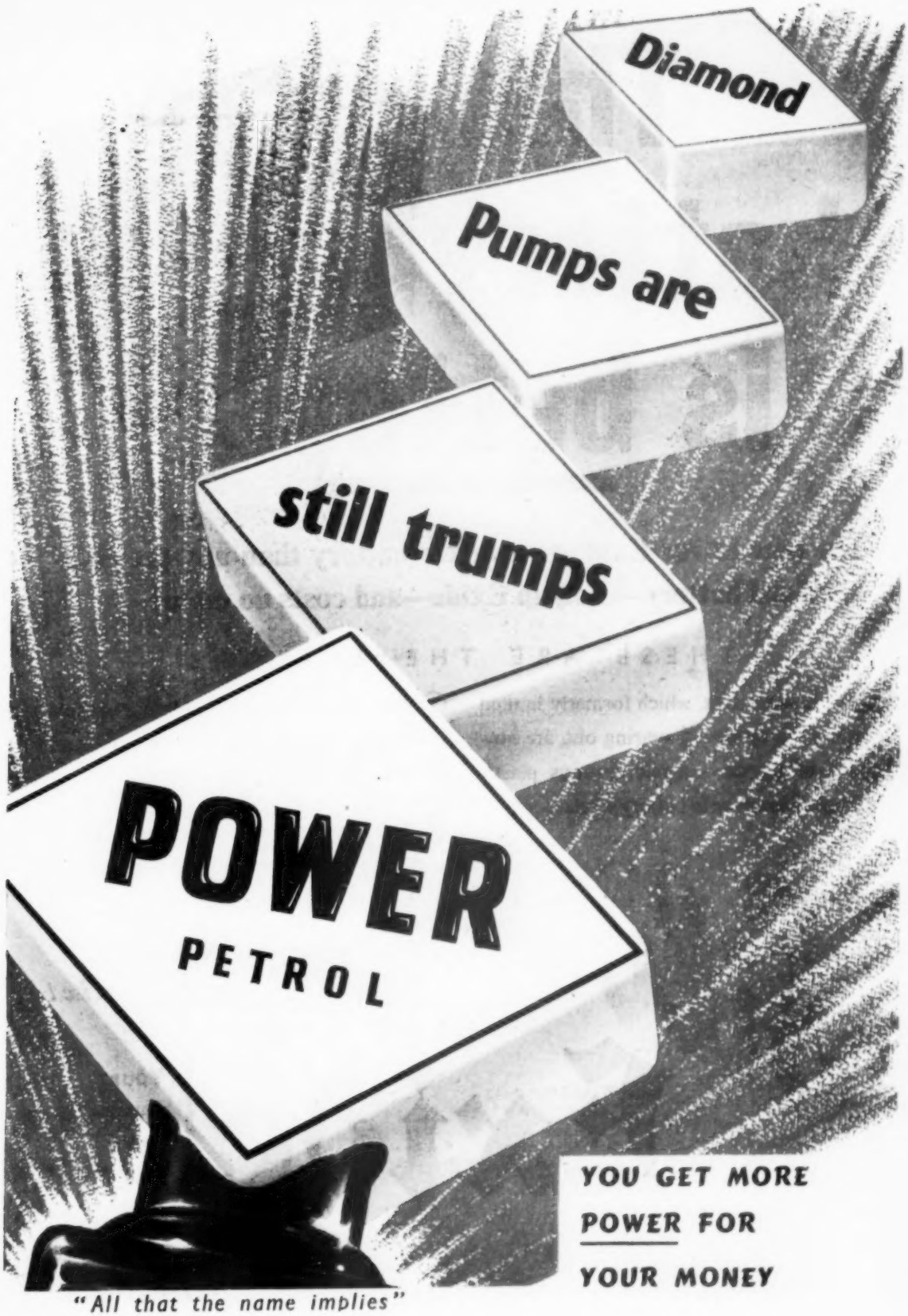
PRICE £308 · 13 · 9 incld. P.T.

DELIVERY SHORTLY order now

A.C. CARS LIMITED . THAMES DITTON . SURREY . Phone: EMBERBROOK 5621

ARMSTRONG'S PATENTS CO. LTD.

BEVERLEY YORKS



YOU GET MORE
POWER FOR
YOUR MONEY

"All that the name implies"

This battery is better

The new Silver Exide is a better battery than any previous standard battery—even an Exide—and costs no more!

THESE ARE THE REASONS

① The separators, which formerly limited battery life by slowly wearing out, are now made of Porvic — a microporous plastic that *does not wear* in battery service.

② The special long-life Exide plates, now freed from dependence on separator life, can show their full lasting capabilities.

③ The tough, shock-resistant hard rubber container is designed to outlast even the long-life plates it holds.

This is your next battery— if you're wise!

Silver Exide

Your garage can supply

A PRODUCT OF CHLORIDE BATTERIES LIMITED

Firestone
TYRES
are so
consistently good!

CAR TYRES : TRUCK TYRES : TRACTOR TYRES : MOTOR CYCLE TYRES

Drive On

Drive Off

at

BOULOGNE

No more hoisting your car on board by crane—go via Boulogne where a special loading ramp has been installed moving automatically with the tide. You just sit in comfort in your car and drive yourself ON AND OFF, both ways.

Ferry rates and passenger fares are very low, accommodation on board is roomy and pleasant—and it is such a short journey!

Modern re-designing of Boulogne harbour now offers motorists a really easy, cheap and quick route to the Continent with the minimum of delay and no overcrowding at the French port.

Write for the Boulogne Folder to the

Boulogne Chamber of Commerce, Boulogne-sur-Mer, France
or to the French Government Tourist Office, 179, Piccadilly, London, W.1

F.G.T.O. will also gladly advise you about your holiday in France

ASTON MARTIN wax-polish all production models with CAR-PLATE

The record-breaking Aston Martin DB 2, six-cylinder engine 2,580 cc., 105 b.h.p.

A LASTING DIAMOND-SHINE WITH POSITIVELY NO RUBBING!

EVERY Aston Martin is turned out with an appearance to match its performance . . . that's why Car-Plate is the car-wax used for these fine cars.

On *your* car . . . and all cars . . . Car-Plate gives the easiest, brightest shine of all. Car-Plate is the quickest way and the surest way to get a perfect wax shine. But Car-Plate gives more than surface beauty . . . it is complete protection against sun, rain and grime.

SO EASY, SO SURE

Just spread Car-Plate on a clean car — let dry and wipe lightly. That's all. *There is positively no rubbing.* You wipe only to remove the haze. This reveals a glass-like wax surface.

Once waxed with Car-Plate your car stays clean . . . stays protected . . . one waxing *lasts* and *lasts*. Just wash and wipe occasionally to restore the diamond-shine.

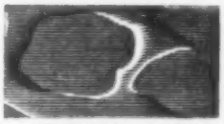
CLEAN BEFORE YOU WAX

Remember Car-Plate is a wax not a cleaner. Contains no abrasives. Its sole job is to shine and protect. Car-Plate will not hide dirt. So clean your car-*super-clean* before you apply Car-Plate. Ordinary washing is not enough. Johnson's Carnu is best for this cleaning job. It's quick, sure, absolutely safe — removes every trace of grease, grime and dead-paint.

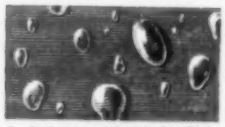
Do this cleaning job properly and you will be sure of getting a perfect Car-Plate waxing. A hard wax film that is *bonded* to the finish. *A surface on a surface.* Water won't penetrate it . . . dirt can't cling to it . . . your car will wear the brightest shine, the best protection!

Try Car-Plate today . . . one trial will convince you!

PROVE FOR YOURSELF HOW CAR-PLATE PROTECTS— BY MAKING THIS SIMPLE "RAINDROP" TEST



1 Unwaxed surface — note how water spreads — seeps into the finish.



2 Surface waxed with Car-Plate — note beading-up of raindrops.

Just wipe off any surface dirt or dust from your Car-Plated car and see how the raindrops 'bead up' on the clean waxed surface. Water cannot soak into the finish to do its hazing, dulling work. If water 'spreads' on your car, you know it needs a Car-Plate waxing.

JOHNSON'S

CAR-PLATE

CLEAN WITH CARNU

WAX WITH CAR-PLATE

From all garages and accessory dealers. Car-Plate 5/- a tin. Carnu 3/- a bottle.

MADE BY THE MAKERS OF JOHNSON'S WAX

ENTER YOUR CAR FOR THE

Measham CORONATION CONCOURS

AND SPECIAL SUMMER SALE, TUESDAY, MAY 12th, 1953

THE place and the time to sell your car is at Measham—NOW! Buyers will be there in force, anxious to bid for every vehicle entered.

All vehicles will be judged by a committee of independent experts :—

Chairman: John V. Bolster, Road Test and Technical Correspondent of *Autosport*.

W. H. Lynas, Editorial Staff of Illustrated Newspapers, Ltd.

K. B. Hopfinger, M.S.A.E., M.S.I.A., Technical Correspondent to leading British and Continental motoring journals.

NO EXTRA CHARGE whatever for entering your vehicle on Concours Day. The usual simple straightforward Measham terms apply—send AT ONCE (without obligation) for a copy.

Measham Motor Sales Organisation

(G. A. Hill, M.I.M.I., Chairman).

Head Offices and Sales Headquarters: Measham, Burton-on-Trent. Telephone and Telegrams: Measham 322.

Branch Offices: London: 368-370, Kensington High Street, W.14 (near Olympia). Telephone: WEStern 9821. Manchester: 30-34, Victoria Street, 3. Telephone: Blackfriars 5145/6. Stafford: Walton. Telephone: Milford 293.

The awards will be presented by A. G. B. Owen, O.B.E., Head of the Owen Organisation and Owner of the B.R.M. cars.

Awards: £25 in each class, plus a further £50 if the vehicle is sold on Concours Day

A. G. B. OWEN

CLASSES

1. The best kept Rolls-Royce, Bentley or Daimler.
2. The best kept Post-War Car up to and inc. 12 h.p.
3. The best kept Post-War Car over 12 h.p. (excluding vehicles in Class 1).
4. The best kept Pre-War Car up to and inc. 12 h.p.
5. The best kept Pre-War Car over 12 h.p. (excluding vehicles in Class 1).
6. The best kept Passenger Carrying Vehicle.
7. The best kept Commercial Vehicle (inc. Shooting Brakes and Utilities but excluding vehicles in Class 6).
8. The best kept Caravan.

Enter your car now—you may win an award!

ENTRIES INVITED—Send this Coupon for Entry Form and Conditions.

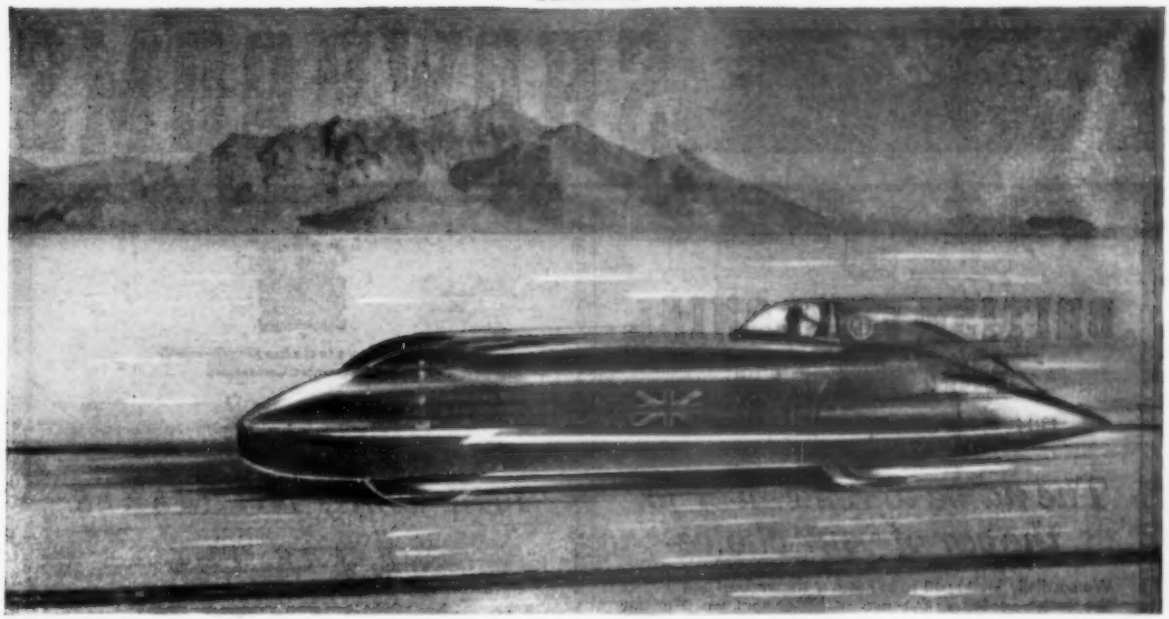
I am considering entering a vehicle for the Coronation Concours and Special Summer Sale. Please send me Entry Form.

Name .....

Address .....

.....

DW71

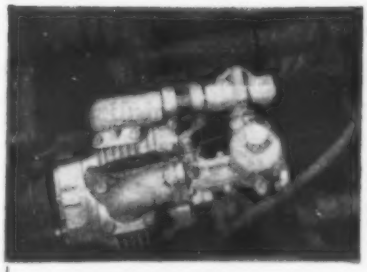


Boost for Britain —WITH SHORROCK!

Lt. Col. A. T. Goldie Gardner's record-breaking M.G.—the first 1100 c.c. car in the world to exceed 200 m.p.h. and the fastest car in the world in 4 other International Classes—was Shorrock-Supercharged.

We are proud to be associated with Col. Gardner and The M.G. Car Company Limited in gaining added prestige for Britain's automobile industry.

Shorrock Superchargers are increasing the performance of cars all over the world. Simple to install, completely reliable and inexpensive on fuel, a Shorrock Supercharger provides a singular contribution to the pleasures of motoring.

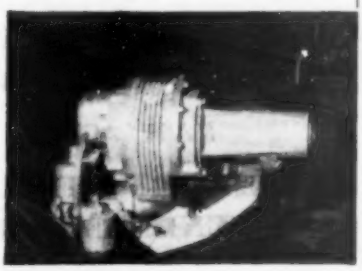


Supercharger as fitted to Morris Minor

Col. Gardner's M.G. equipped with Shorrock Supercharger was . . .

First 1500 c.c. car in the world to exceed 200 m.p.h.
First 1100 c.c. car in the world to exceed 200 m.p.h.
First 750 c.c. car in the world to exceed 160 m.p.h.
First 500 c.c. car in the world to exceed 150 m.p.h.
First 350 c.c. car in the world to exceed 120 m.p.h.

. . . and it also holds many other records.



Supercharger as fitted to M.G.

SHORROCK Superchargers

SHORROCK SUPERCHARGERS LTD., FLETCHAMSTEAD HIGHWAY, COVENTRY. TEL: 5533

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SHOWROOMS

EST. 1916

BRITISH & COLONIAL MOTORS LTD

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TEMple Bar 3588

The name to remember for the car of your choice

We cordially invite you to call at our showrooms and inspect the range of NEW and quality USED cars we offer for immediate or early delivery. We will gladly arrange Part Exchanges or give deferred terms if required.

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AUSTIN	CHEVROLET
DAIMLER	FORD
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SINGER	STANDARD
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We are only two minutes from Trafalgar Square

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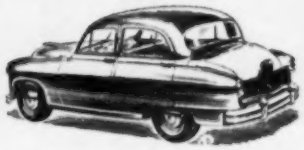

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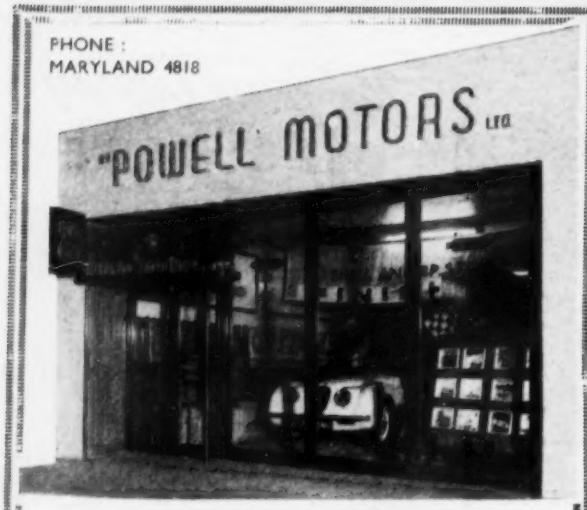

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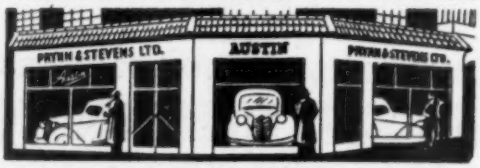

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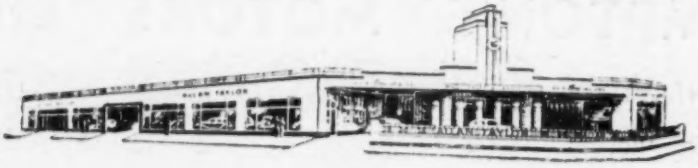

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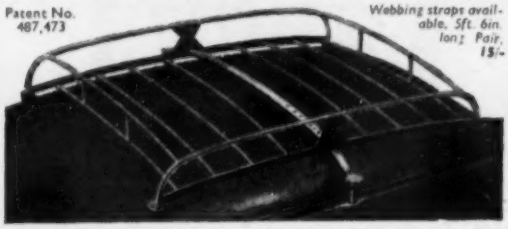

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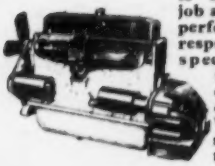

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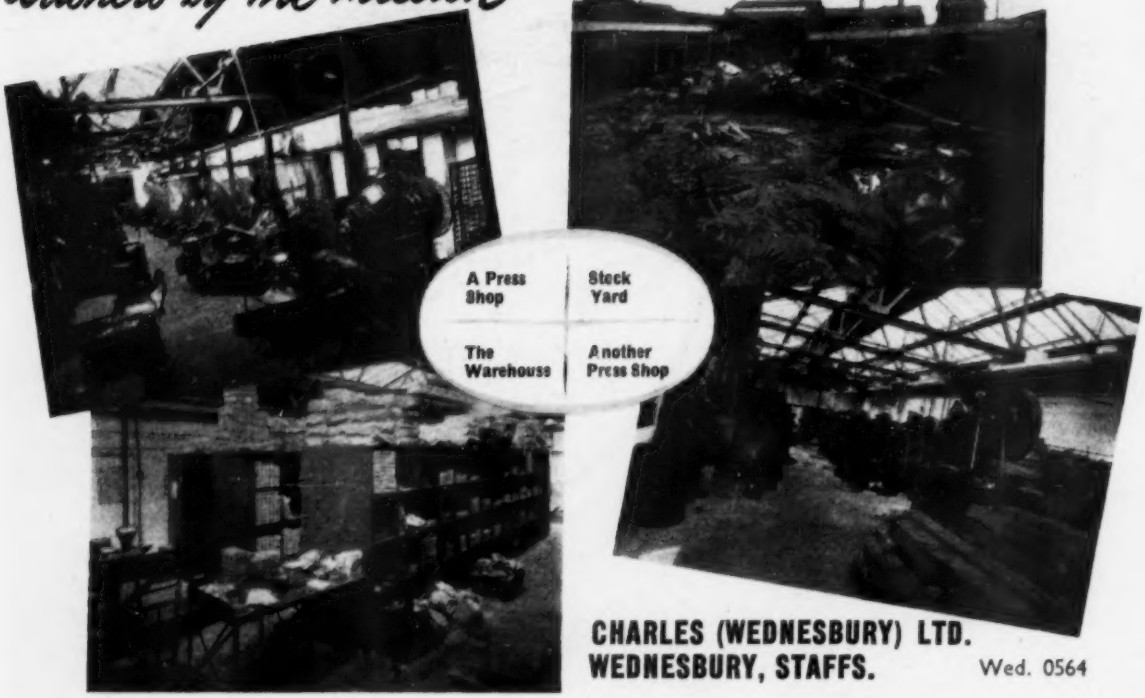

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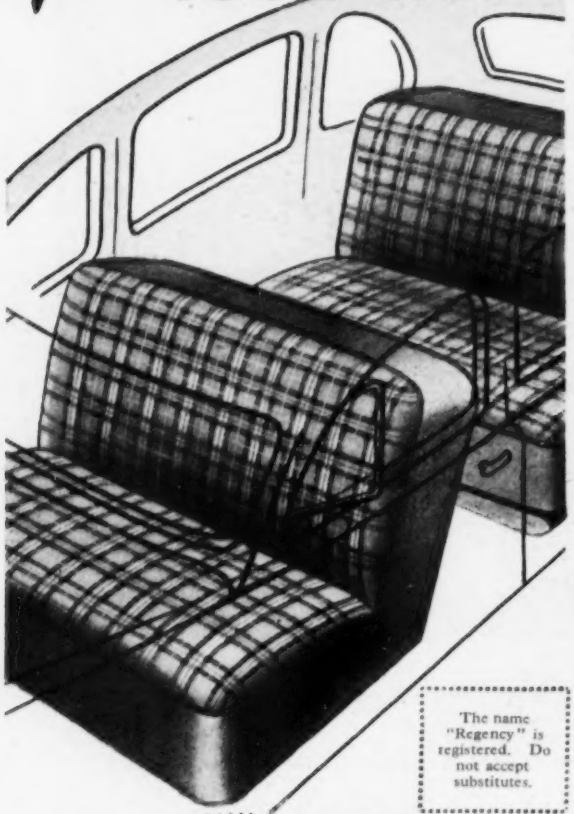

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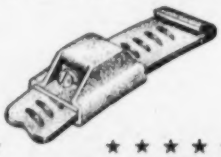

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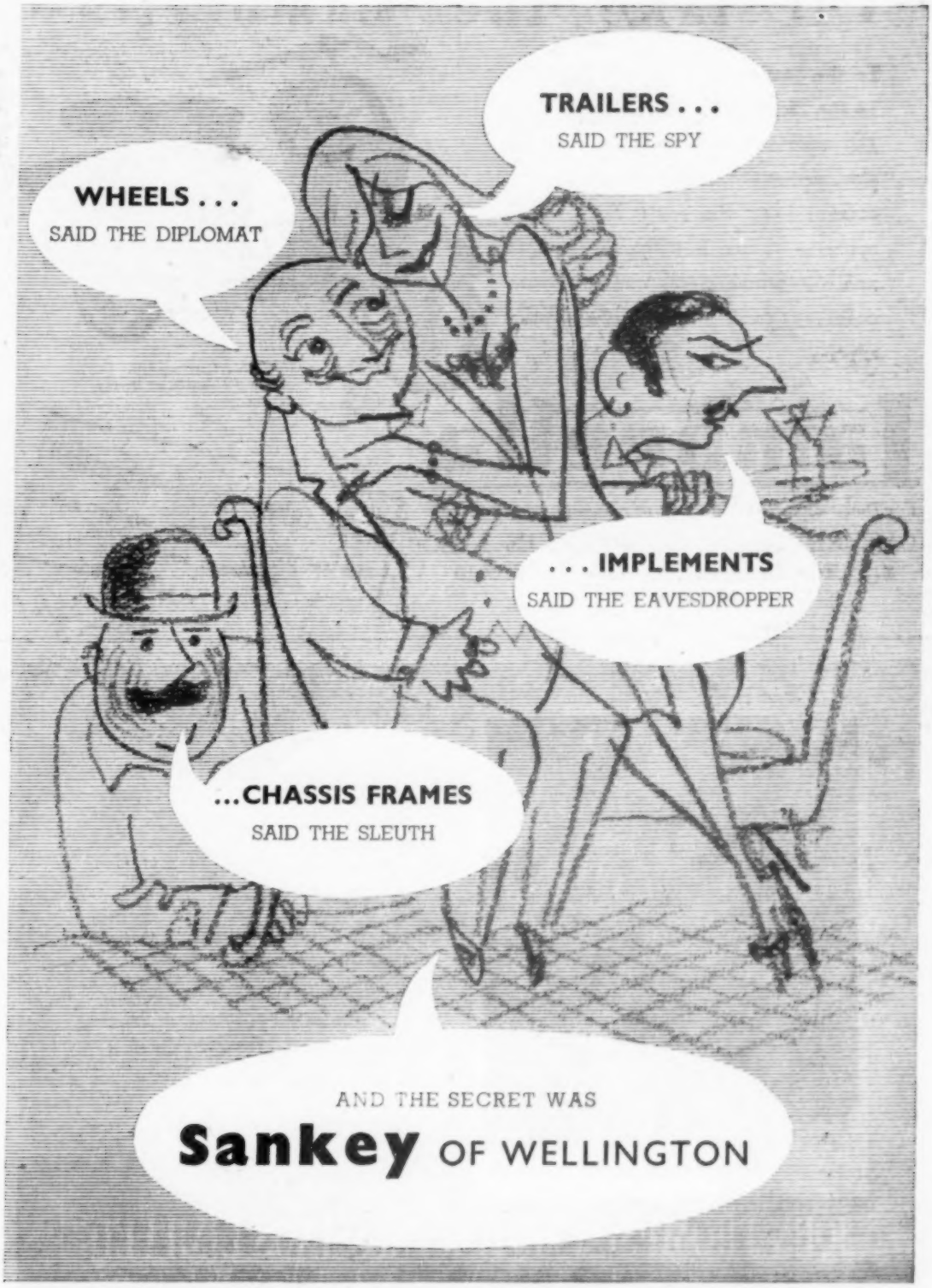

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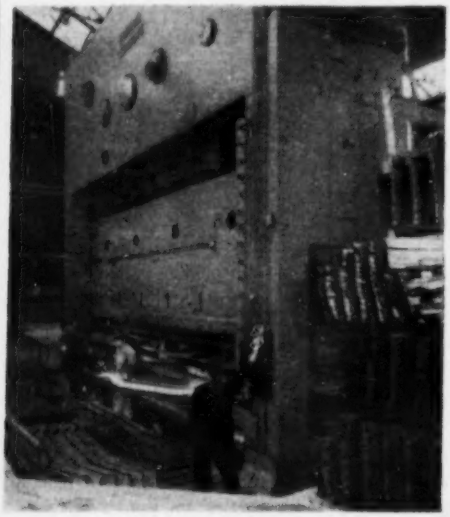

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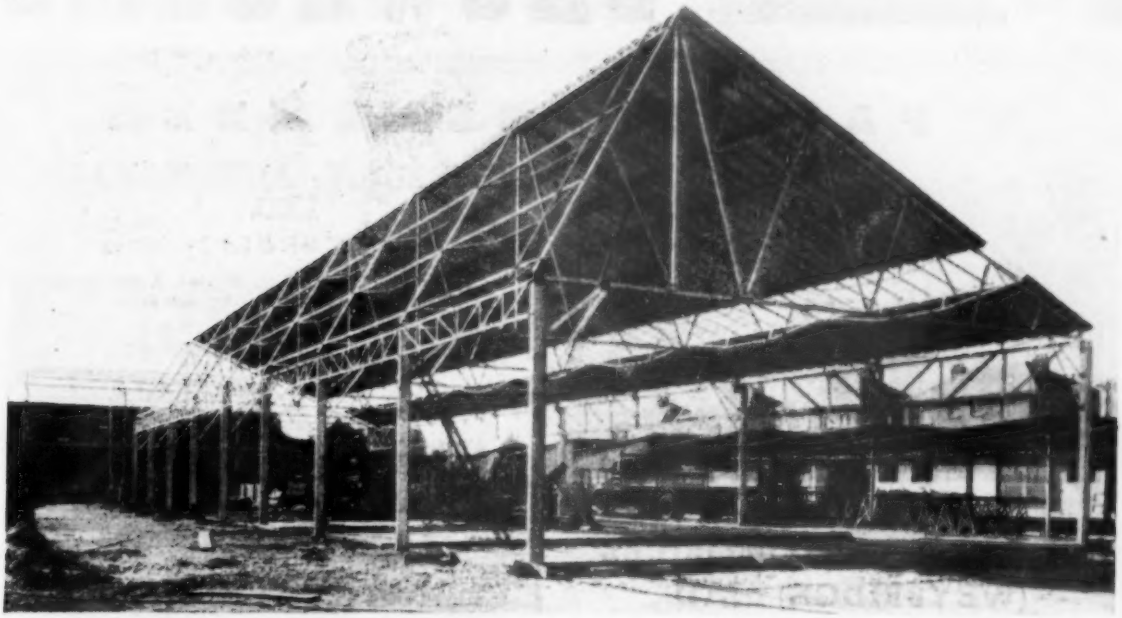

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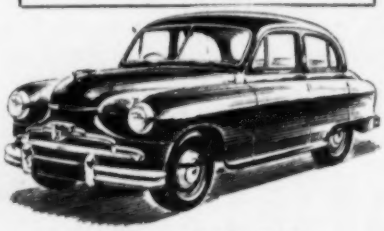

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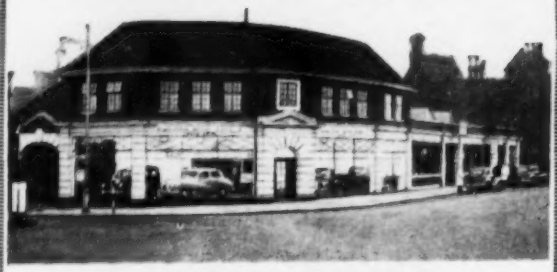

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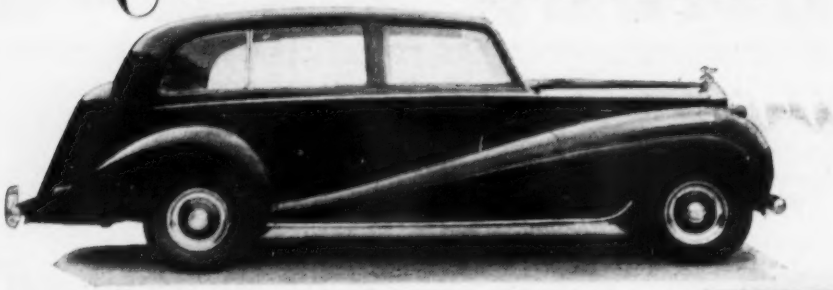

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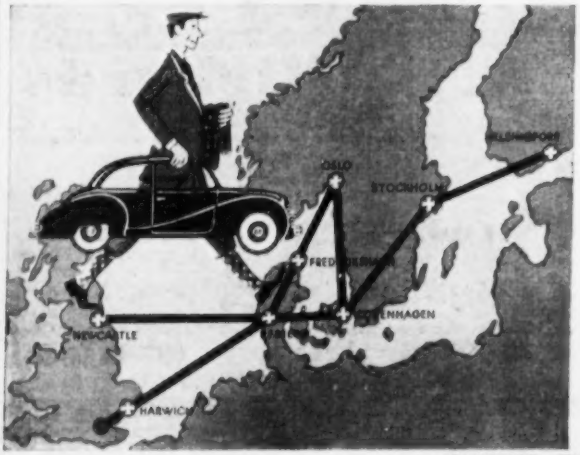

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2 Cigarette Lighter, Walnut or Ivory plastic. 6 volt or 12 volt. 16/6 each, plus P.T. 5/10

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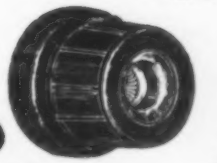
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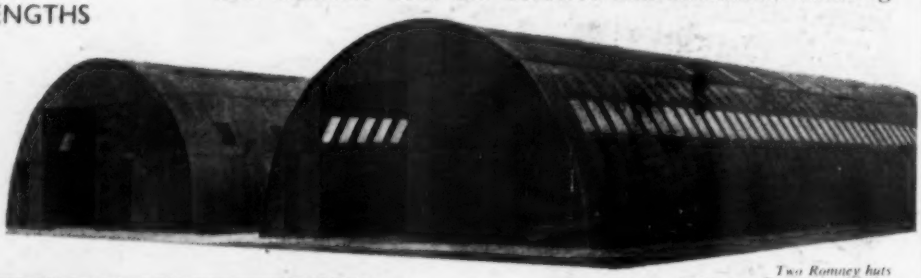
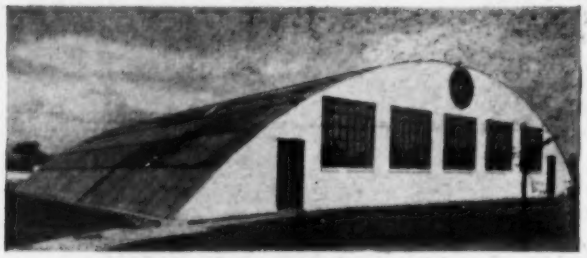


Two Romney huts in use at an Engineering Works.



A Blister Hangar in use as a motor repair shop. There are large doors in the reverse end.

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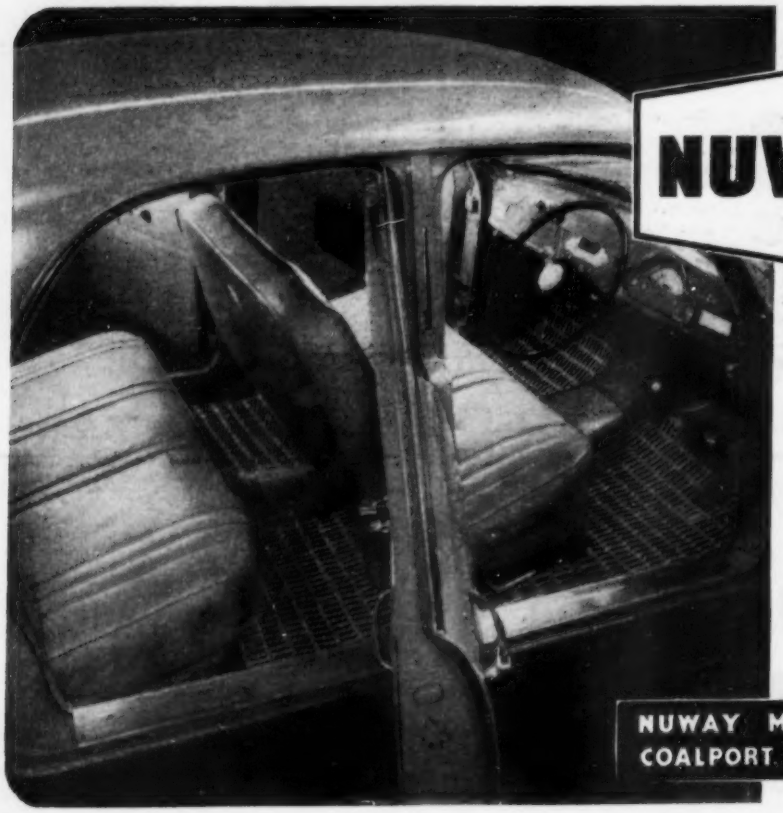

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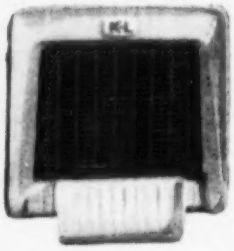

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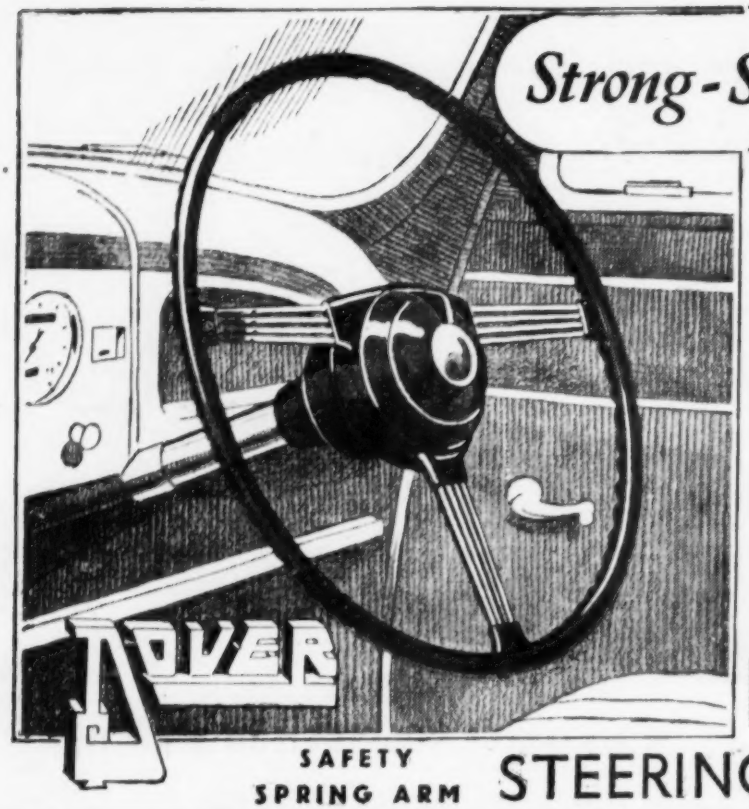

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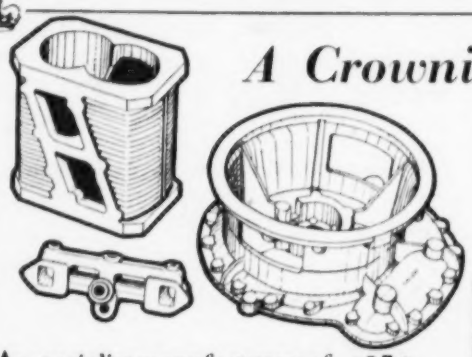

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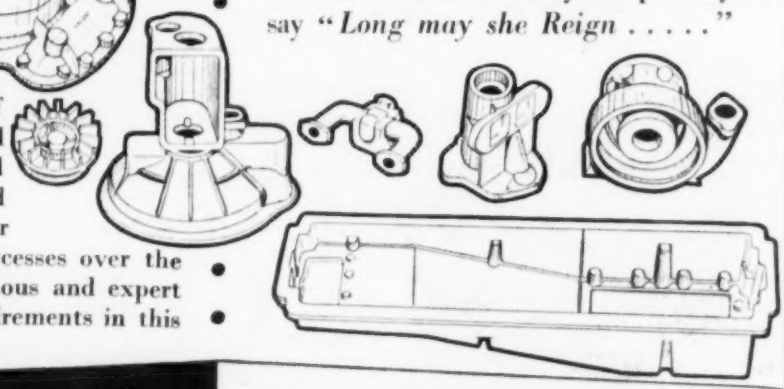

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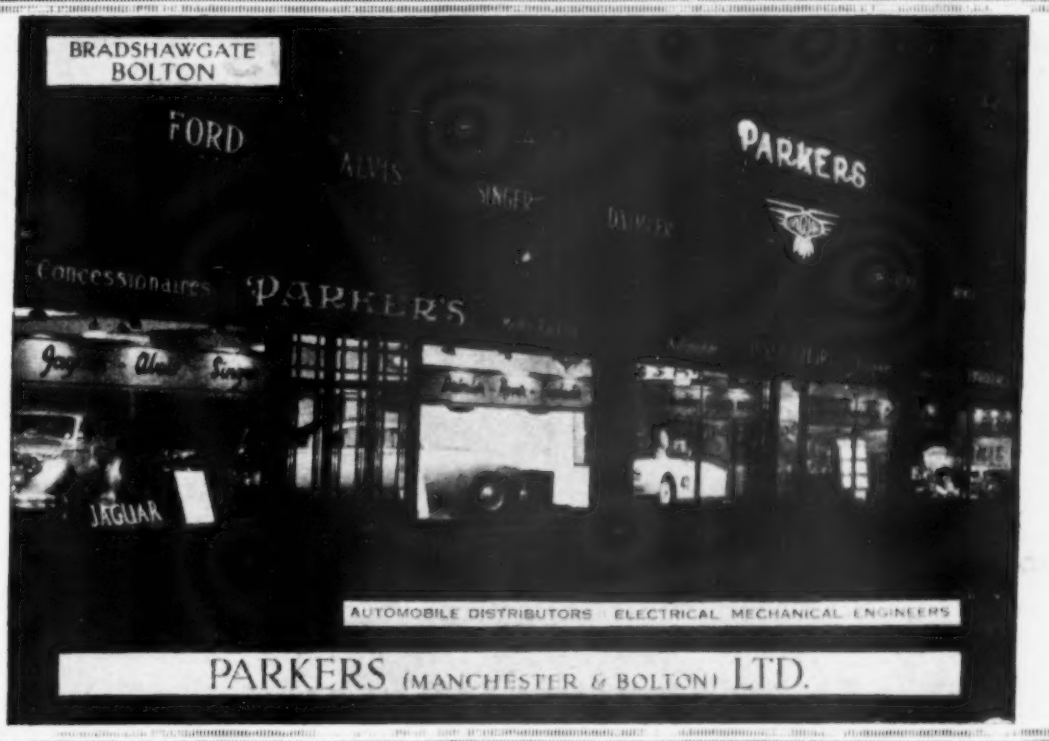

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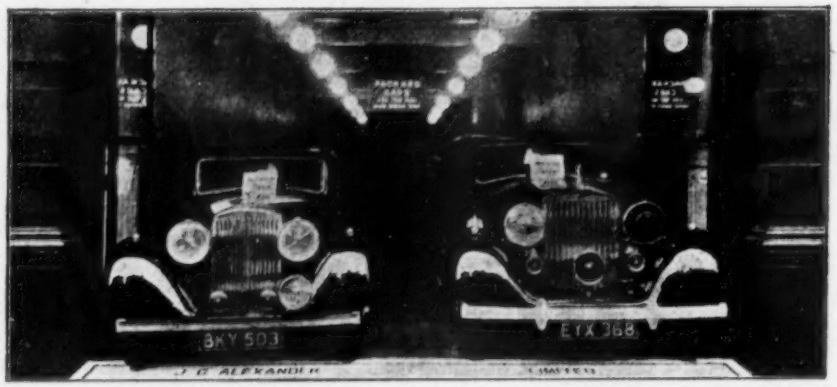

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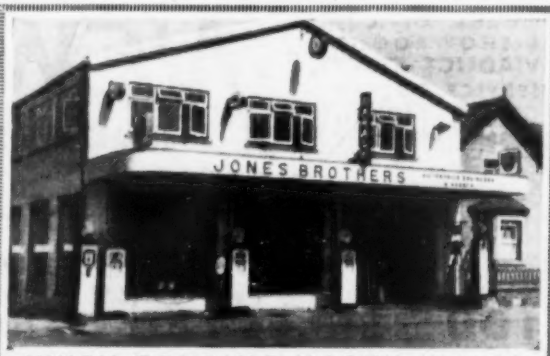

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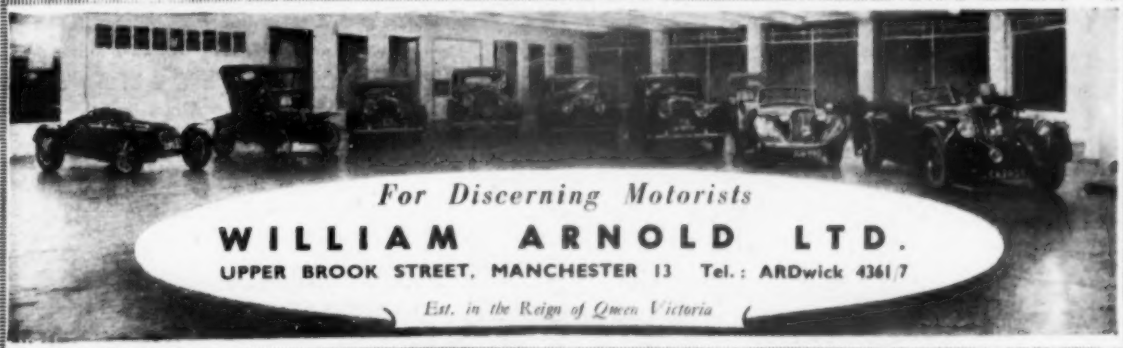

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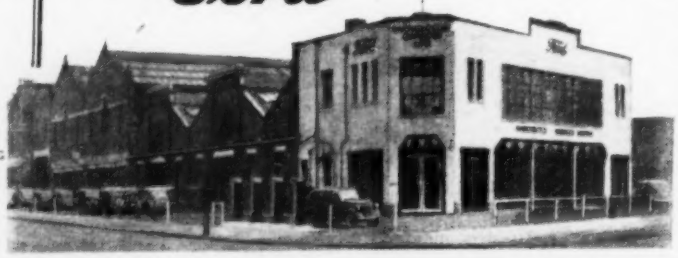

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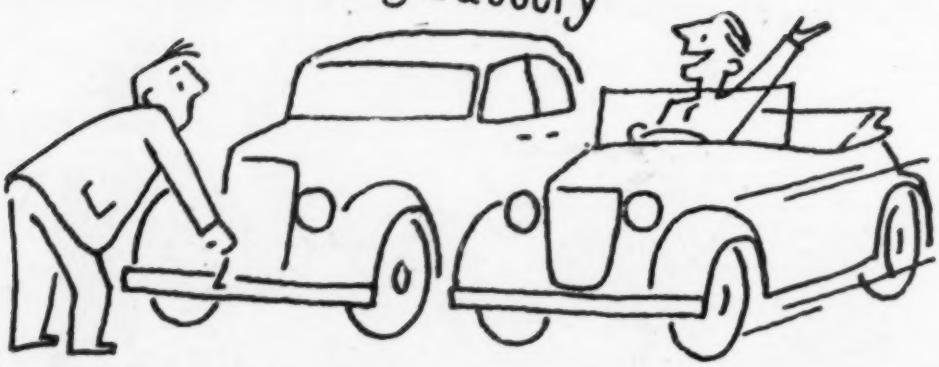

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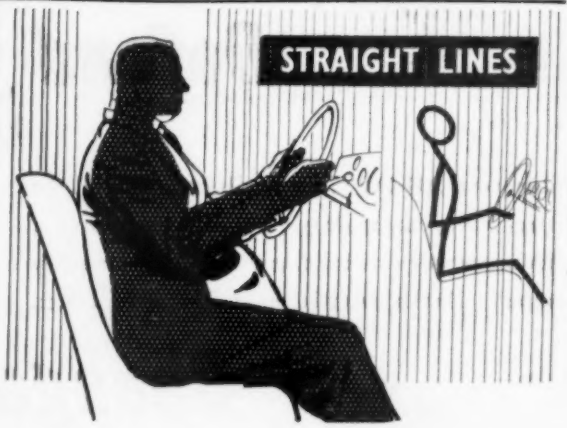

When that overweight 'danger curve' appears . . . apathy, debility tend to follow. Steer clear! Stay on the right lines, the straight lines that lead to vigorous health. Good posture is never vanity — it is well-being; it means eager enjoyment, zest for living. Look fit, feel fit—the free Linia Booklet B49 will tell you how. Write to the address below:

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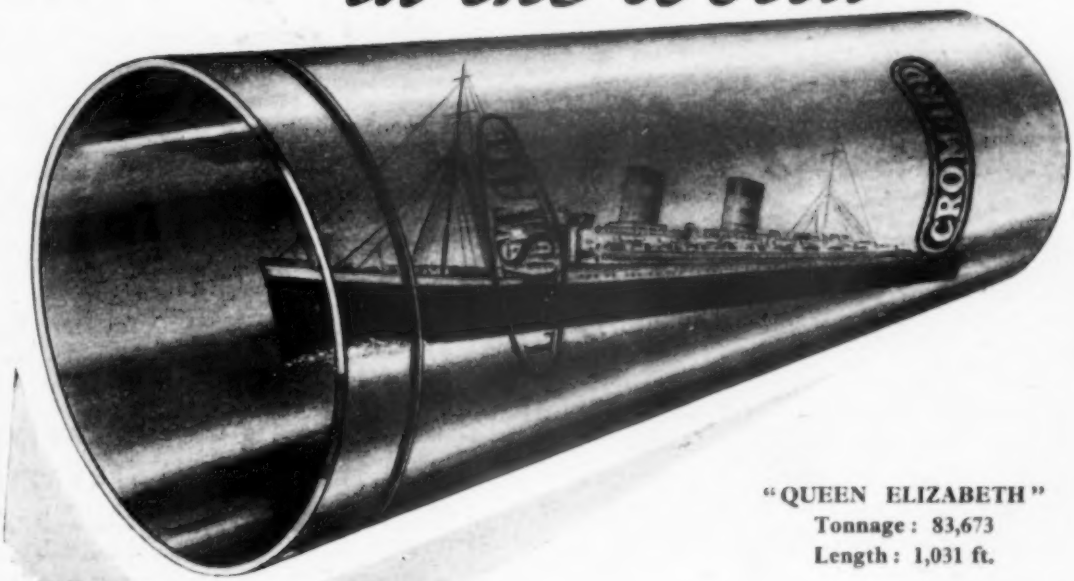

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Tonnage: 83,673
Length: 1,031 ft.

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—They just keep running. "Queen Elizabeth" or Cromard, each gives service that scorns mere mileage. Once fitted inside the engine, the hard chromed steel working surface of the Cromard liner resists wear and corrosion indefinitely. Owners are regularly obtaining mileages more than equal to fifty Atlantic crossings without their vehicles having to go into dock.

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. . and it's not on some Tropical island—it's just *anywhere* where puddles form on the roads in wet weather—then the rain comes up—The rain and the mud too—to rust and corrode the important, *unprotected* part of your car. Protect your car *now* where it needs protection most—Paint the undersides with NovaSeal

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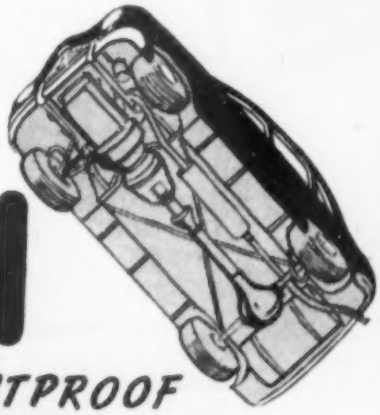

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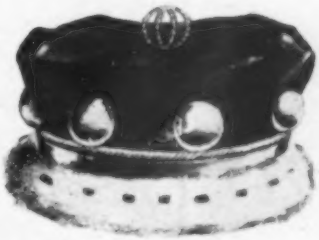

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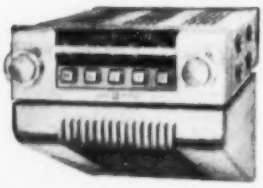

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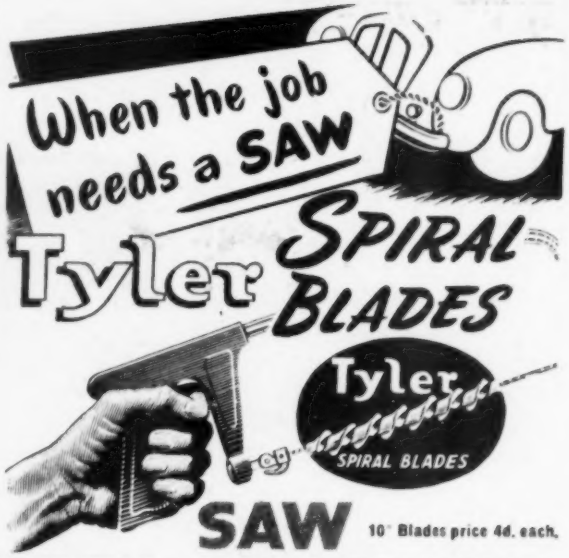

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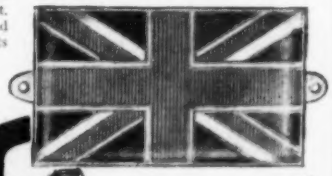
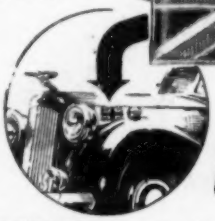
Write for illustrated Catalogue of Coronation Badges, Car Mascots, Etc.





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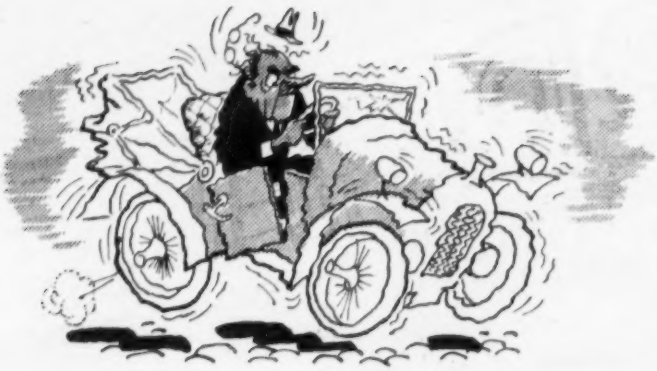

Look. Here comes a jitterbus! What thoughts joggle about in the driver's mind? Does he wonder "Is my insurance premium paid?" or does his past life flash before his eyes in a series of disturbing flickers?

A more knowledgeable man would, of course, have placed a 'Jac' Spring Washer under every nut, and thus ensured that his car (sic) would have held together, whatever became of his personal joints. Then his motoring would have been carefree . . . if still slightly bruise-making.

There's a job for 'Jac' wherever vibration rears its ugly head.

'Jac' Spring Washers are available in sizes from ¼ in. to ⅝ in. The saw-tooth serrations give a positive lock that is permanently shock and vibration proof.

Send for Sample and Details.

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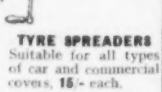

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FOR ONLY 4/4½

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YOU'VE GOT SOMETHING GOOD WHEN YOU'VE GOT HENLEY TYRES

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MORE MILES PER TYRE — THAT'S HENLEY'S — TRUMPET IT ABROAD!

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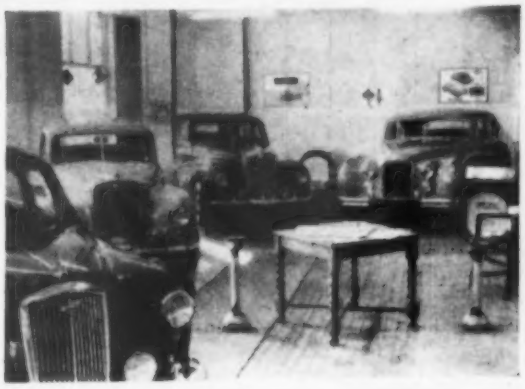

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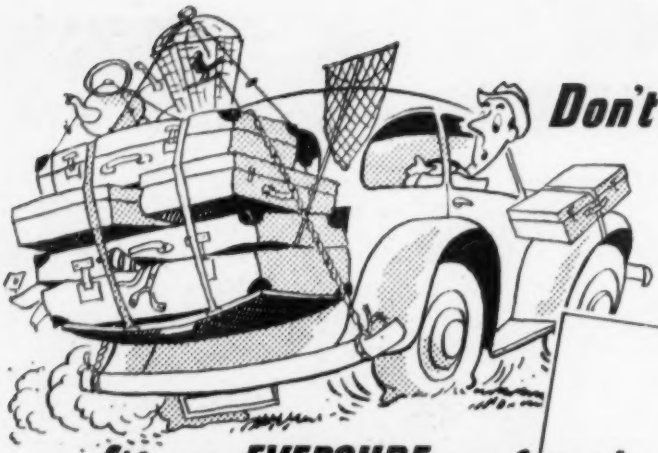

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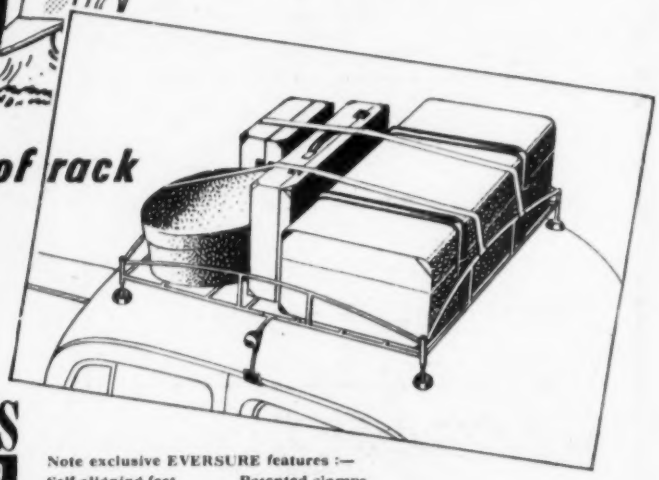

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PRICES from £6 . 15 . 0 to £8 . 8 . 0
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Please send particulars of insurance for ..... or all pastimes.
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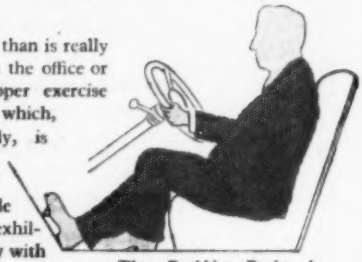
DRIVE AWAY SURPLUS FAT

this sure and EASY way!



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Lagonda designers have combined hand-built coachwork of elegant proportions with the very rare, very comfortable 4-wheel independent suspension and an engine famous for its flexibility, endurance and speed. This latter, in a racing version, powers the brilliantly successful Aston Martin DB.2s. The Lagonda is a luxuriously appointed motor car for town and country, especially notable for its road-holding and even ride at speed.

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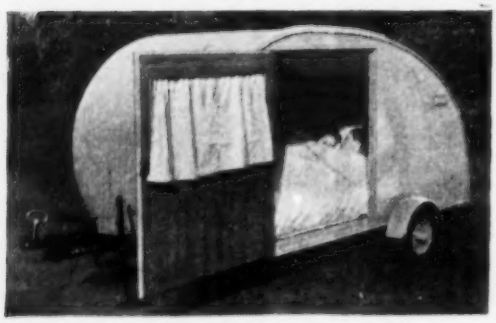
Towed by any 7 h.p. car

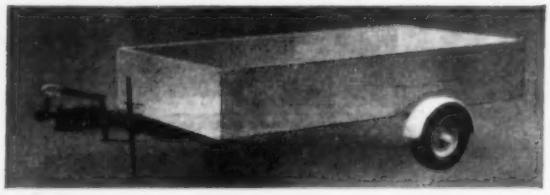
Go trailer camping in the new

BERKELEY CARAVETTE



The Caravette lifts the trailer-camper to a new level of completeness and comfort. Light alloy exterior, insulated interior, with two large windows. Deep-sprung double divan bed. Detachable kitchen unit. Finished in Berkeley 'Vellum' grey. **£99.15s.** Fitted tents making side and rear extensions are optional extras.

Of special interest to many will be the truck body, easily interchangeable with the Caravette. £15.



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It's tough on a carburetter! It has an exacting job to do from the moment you press the starter until you switch off the ignition. Gradually over many, many miles, wear and tear begin to take their toll and before you may realise it performance deteriorates and petrol consumption goes up. No engine can give of its best when the carburetter is worn.

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CONVERSION PLAN. If you have another make of carburetter or an early type Zenith fitted to your engine, this plan will give you latest Zenith carburation with *more power from less petrol.*

THE ZENITH CARBURETTER CO. LTD
HONEYPOT LANE, STANMORE, MIDDX

Please send me details of your Service Exchange/Conversion Plan and name and address of your nearest Service Station.

NAME .....

ADDRESS .....

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MAKE OF ENGINE ..... *H.P.* ..... *YEAR* .....

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For high mileage at low cost

Car Hire Services rely on

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FREE CONTOUR SHAVES FOR 14 DAYS

WILL CONVINCE YOU THAT THE

NEW SUPER REMINGTON *Contour 6* ELECTRIC SHAVER

REALLY *DOES* SHAVE *EVERY* TYPE OF BEARD QUICKER & CLOSER THAN ANY OTHER METHOD.

Do not judge electric shaving by cheaper makes.

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For **20**/- deposit (returned if not completely satisfied) and **8 monthly payments of 20**/-. Cash Price **£8**/**10**/-.

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Complete with all fittings for car or caravan, etc., in the following voltage combinations :—

6 v. and 110–125 v.
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Established 1925

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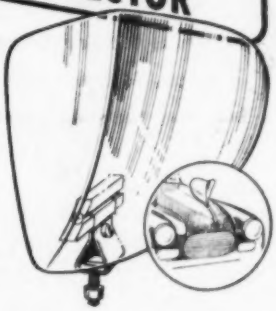
FLY-BUG-MUD-SNOW DEFLECTOR

With a 'Flektor' on the Bonnet Your Screen gets nothing on it



The aerodynamic lines of the FLEKTOR ensure a dirt-and-insect free windscreen by deflecting the air-stream created by the car's forward movement. The FLEKTOR is fully transparent and in no way obstructs the driver's view. Simple to fix. Complete with mounting bracket and instructions.

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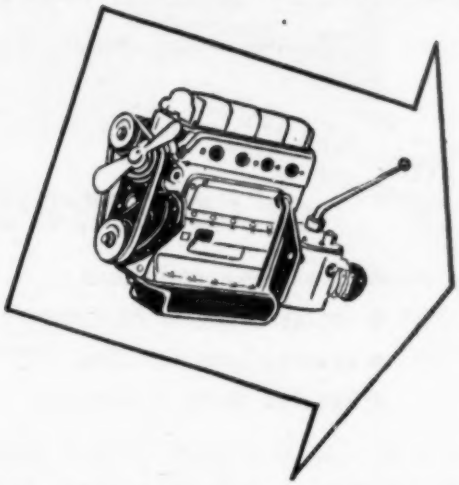
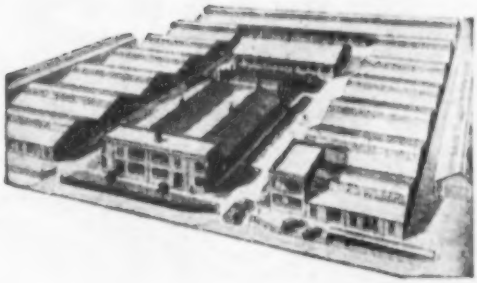
ENGINE RE-CONDITIONING WORKSHOP EQUIPMENT AND OIL SEALS





A first-class job calls for Burtonwood engineers and Burtonwood products. In our factories, engine repairs and reconditioning are carried out by skilled engineers to the same precision standards as those operating during original manufacture and assembly. We have departments fully equipped for Cylinder and Crankshaft Grinding, Remetalling Bearings, Overhauling Carburettors, Fuel Pumps and all Electrical Equipment, Dynamometer Brake Horse Power Testing and Dynamic Balancing. Burtonwood products both in motor and general engineering have a world-wide reputation.

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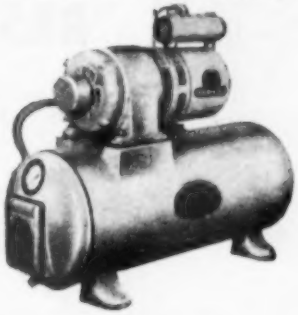
Efficient, reliable and silent, the New Hydrovane Compressor is available in single- or multi-stage models. It has no valves, pistons, piston rings, crankshaft or connecting rods and the minimum of moving parts, ensuring maximum efficiency and silent performance.



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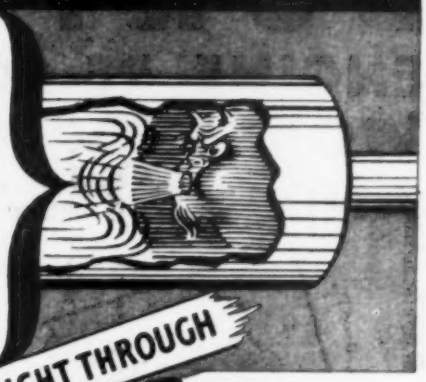

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STRAIGHT THROUGH
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If your Garage cannot supply, please ask us for details, giving his address.

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THE "RESTAWILE"

Patent applied for No. 3001/53.

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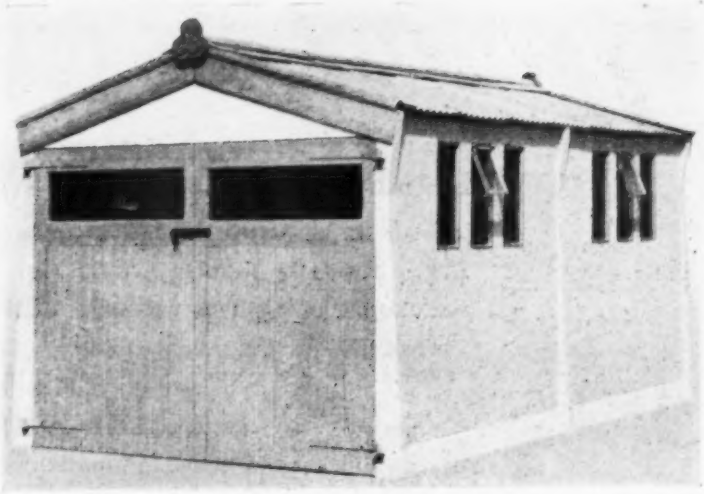

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All complete with Rope, Pegs, Container.

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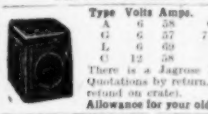

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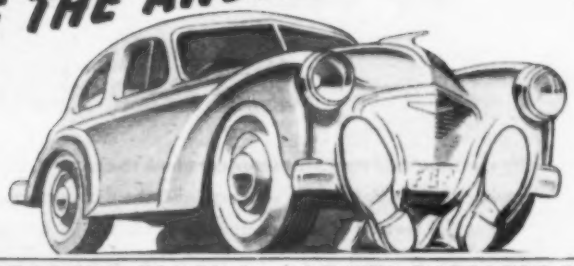
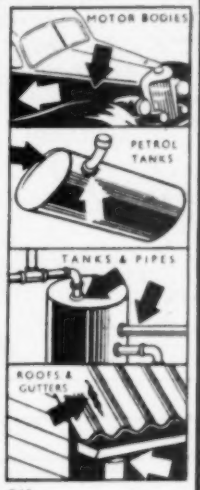


LOY PLASTIC METAL

Use it like putty—sets harder than lead



PERMANENTLY REPAIRS all dented, holed or rusted metals. Applied like putty, sets metal-hard. Can be filed, drilled or sanded to give imperceptible repair. Water, oil and petrol-proof. Takes paint or cellulose.

LOY PLASTIC METAL in putty form is ideal for the repair of car bodies, wings, tanks etc.

LOY Self-adhesive **FABRIC SHEETING** is used as reinforcement for weak rusted-out areas before applying Loy Metal.

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Loy Metal in tins from **4/6. Loy Solvent** from **2/6.**
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a permanent repair in 30 mins without dismantling!

External or internal cracks repaired permanently. Just pour it in. Vibration, heat and pressure proof. For cylinders, valve ports, water jackets, cast iron, steel or aluminium. Endorsed by Motoring Press, Railways, Transport Companies.

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½-pint 8/6 1 pint 15/- Quart 25/-
Use 1-pt. to every 3-gall. of water capacity

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a 5-minute permanent repair — while you drive!

A repair unaffected by temperatures, water pressure or anti-freeze. Contains no dangerous powders or corrosives. Works while you drive. Cannot clog. Recommended by Motor Service Stations throughout the world.

Holt's RADWELD

For cars 3/6 For trucks 6/-

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Clear choked cooling system this easy triple-action way

Cleans, inhibits, protects. Radflush clears choking scale and lime deposits. Exclusive Radflush Inhibitor protects entire cooling system. Safeguards all metals including aluminium. Completely harmless. Always effective.

Holt's RADFLUSH

Complete Treatment 8/6

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30-min treatment checks oil loss, restores compression

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for quicker start, brisker acceleration, more MPG

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Holt's COMPRESSION PRIMER 2/6 and 3/6

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straight from plastic bottle removes insects, dust, finger-marks

Wipe off; and mud, dirt, grease, insect stains go! Windscreen, windows, mirrors crystal clear in seconds! For car-pocket and kitchen shelf. Always ready!

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TWIN JET 28/6. SINGLE JET 24/-.

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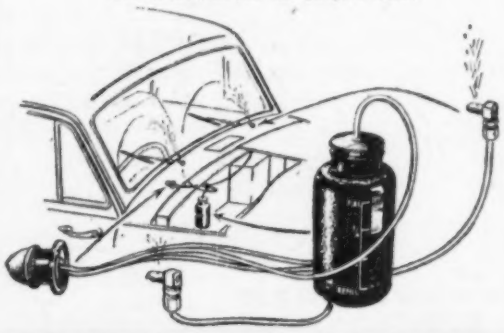

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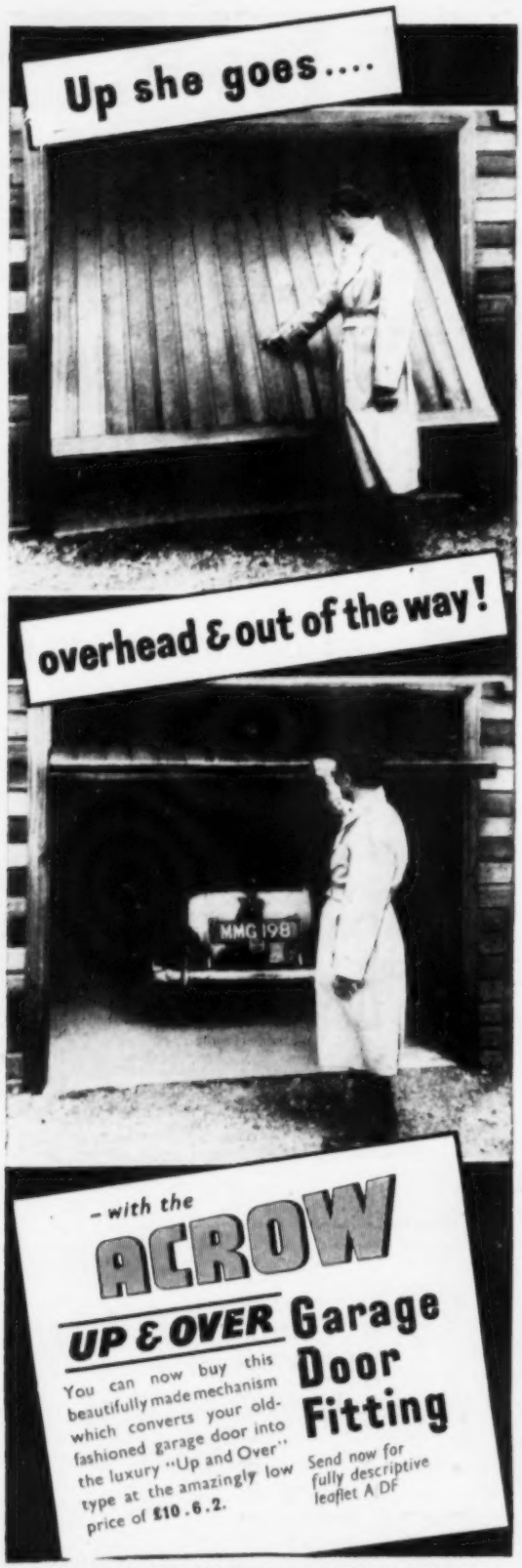

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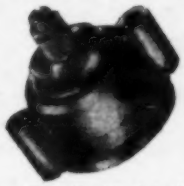

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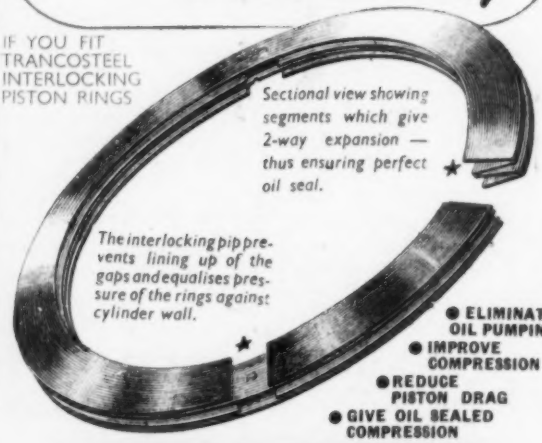

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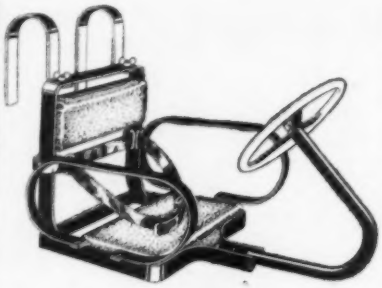

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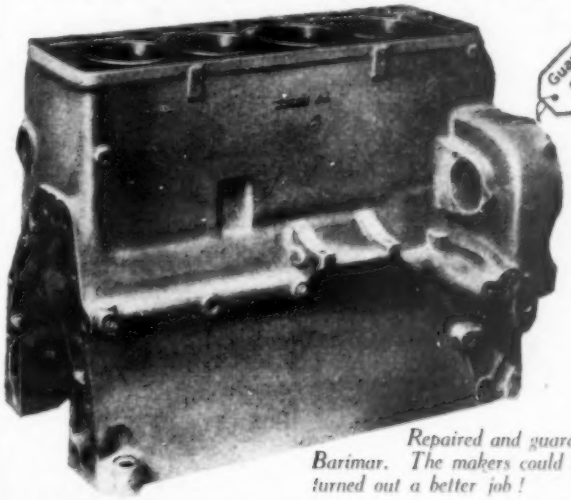

One side of the water-jacket was broken away. Notice the fracture, and the large piece of broken metal. Now consider the illustration of the reconstructed cylinder block, with the liners back in place. The actual makers of the tractor could not have turned out a better job. Nor would the cost of replacement have been anywhere near as modest as this inexpensive example of guaranteed welding. A typical Barimar repair, the newly-welded cylinder block was thoroughly tested before despatch, and returned to the owners with the familiar Barimar Money-Back Guarantee. Barimar "filled the breach," saving the owner's time, expense and unnecessary expenditure abroad of British currency.

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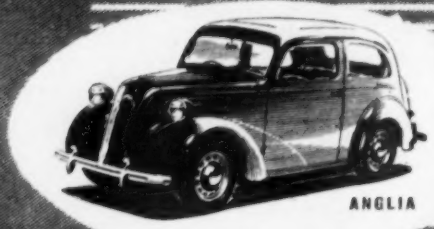

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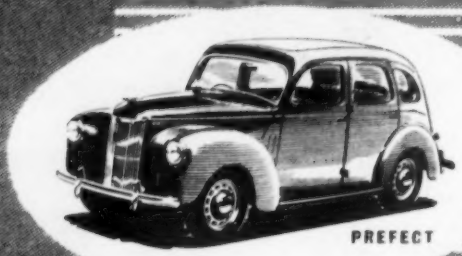

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The Autocar

FOUNDED 1895

CORONATION NUMBER

No. 2997 *Friday, May 8, 1953* Vol. XCVIII

Her Majesty Queen Elizabeth acknowledges the acclamations of the British public, on her way to open Parliament, as the Irish Coach passes the Horse Guards' Parade.

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Salute to Royalty

TRIBUTE is paid in this issue to the institution of Royalty, personified by Her Majesty Queen Elizabeth the Second. It is fitting that this should be so, for the facet of the British temperament that is so well suited by the institution of Royalty is the same romantic one that sees in a car far more than a means of transport. A country, say the "realists," is a geological structure from which means of sustenance may be wrested; and a nation is a collection of individuals engrossed in the eternal struggle to make the whole what the economists call a viable unit. There is little room in this definition for the glamour, even the *mystique*, of Royalty, or for the loyalty that supports it.

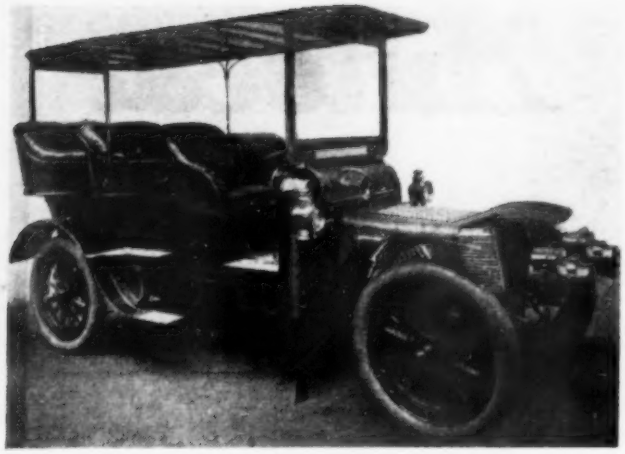
A car, say the same realists, is a means of transport from A to B, propelled by the internal combustion engine, and there is little room in that definition for the exhilaration of high speed, and the sense of power that the seven-league boots of, say, the six-cylinder engine can give to an owner.

The fact is that the British nation is incurably romantic, and that motoring enthusiasts are probably the most incurably romantic of all. They, therefore, of all the citizens of the realm, treasure the institution that inspires them and the young Queen who represents it. Thus they will join with us in this special Coronation issue in voicing the traditional wish for such occasions : "Here's a health unto Her Majesty."

GOD SAVE THE QUEEN !

In This Issue

A Royal Motoring Family .. 590
Royal Britain .. 593
A History of Britain's Motor Industry .. 597
British Cars for the World .. 613
New Cars Described :
Daimler Conquest .. 629
Humber Pullman and Imperial .. 637
ROAD TEST : Daimler Conquest .. 633
Accessories .. 636
How, When, Where ? .. 639
News and Views .. 641
Disconnected Jottings .. 642
Correspondence .. 643
Mille Miglia : Results by the Thousand .. 645
Tulip Rally : Full Report .. 647
The Sport .. 650
Club News .. 651
In Brief .. 652



Published in 1900—the Royal pioneer motorist, the Prince of Wales (Edward VII), in a Serpollet steam car of the period. Right: The 22 h.p. Daimler owned by H.R.H. the Prince of Wales. Troubled by the dust of that time (1903), the Prince proposed that the body should be enclosed in canvas, with a transparent back panel, a method that is familiar today.

A ROYAL MOTORING FAMILY

KING EDWARD VII's ENTHUSIASM ESTABLISHED A VALUED TRADITION

THE interest that Royalty has taken in the progress of the car seems to the observer far to exceed that which is called for by the necessity of the Crown to keep abreast of scientific and engineering developments. No better proof of this can be found than by browsing through the volumes of *The Autocar*, in which are recorded Royal motoring activities.

So few cars existed before the turn of the century that it is surprising to find nearly a page devoted to the subject as early as February 22, 1896. "The Prince of Wales on an Autocar" is the title of this feature and it is an account of the historic ride of the Prince of Wales (later King Edward VII) in four different cars—a Daimler (Panhard et Levassor), an Acme (Benz Company, Mannheim), a Victoria (Pennington), and "an electric carriage" made by Garrard and Blomfield. The air of the occasion, while not quite redolent of lavender and old lace, is conveyed by the following delightful quotation. The scene was set in the Imperial Institute, in London. "Proceedings commenced in the North Gallery, a perfectly straight corridor some 250 yards in length, a procession being formed headed by a child carrying a red flag, and proceeding at the funeral pace of two miles an hour, as ordained by the Locomotives Act. After this the Daimler and Benz carriages made several trips up and down the corridors, turning readily within the confined space."

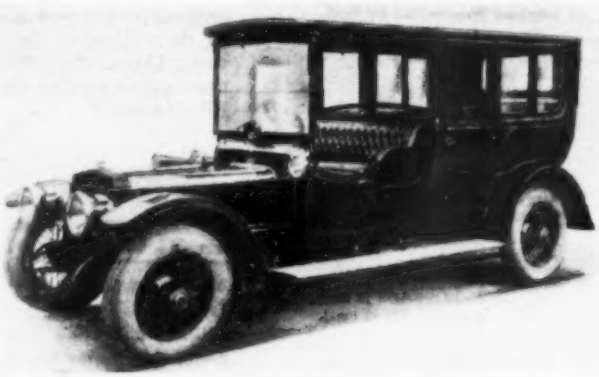
The interesting part of all this was that the Prince of Wales had expressed the desire to see the new vehicles for himself, and on the Friday before the day on which the full-scale demonstration took place he had been driven by the Hon. Evelyn Ellis through the Imperial Institute gallery and out into the open in a Daimler—"Mr. Ellis," says *The Autocar* gravely, "who is a fully experienced autocarist, executing some most skilful manœuvres in stopping, starting, and generally handling the vehicle."

However, His Royal Highness, while impressed, hoped that autocars would not entirely supersede horses. As far as that goes, they have not done so.

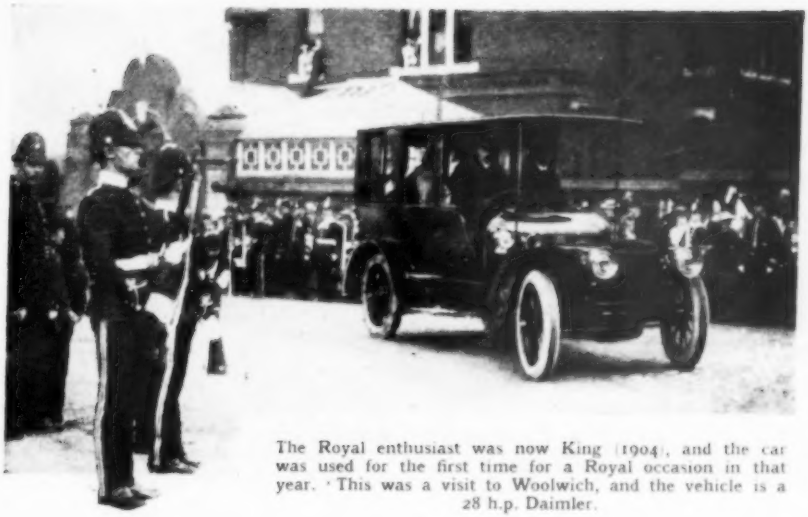
The Imperial Institute seems to have been a focal point of motoring during this pre-1900 period, for on Friday, May 30, 1896, the Duke and Duchess of York paid their second visit to the Motor Car Club's exhibition of autocars at the Institute. These Royal visitors were, of course, destined to be the late well-beloved King George V and the late Queen Mary.

Two years later, *The Autocar* seems to have scored what might almost be described as a Royal scoop, except that in those days journalism had not descended to such vulgar terminology. The news had leaked out that the Prince of Wales had taken "a good ride" in an autocar, but no details had been published, because, the journal remarks naively, "our representative was the only pressman and photographer present."

The favoured position might be accounted for by the fact



Perhaps the finest car owned by King Edward VII—a 57 h.p. Daimler of 1910. This car has real beauty of craftsmanship as well as first-class lines judged by contemporary standards. Note the oversize tyres (7in section) on the Rudge Whitworth wire wheels. They are Palmer cords, studded at the back.



The Royal enthusiast was now King (1904), and the car was used for the first time for a Royal occasion in that year. This was a visit to Woolwich, and the vehicle is a 28 h.p. Daimler.

that the Prince wished to see the journal's own John o' Groats car (a vehicle in which the Editor—Henry Sturmey—had travelled from John o' Groats to Land's End and back to Coventry). Nonetheless the star of the occasion seems to have been Professor Boverton Redwood's 8 h.p. four-cylinder Daimler, a car which was capable of the quite exciting speed of 28 m.p.h. "Our representative," says this 19th-century report, "rode on the high-speed carriage to Warwick, and there is no doubt about the pace of which it is capable, but we do not think that the average autocarist will find so much pleasure in travelling of this sort as in more leisurely progress, though, of course, this is a matter of test. As it was we arrived long before the other cars.

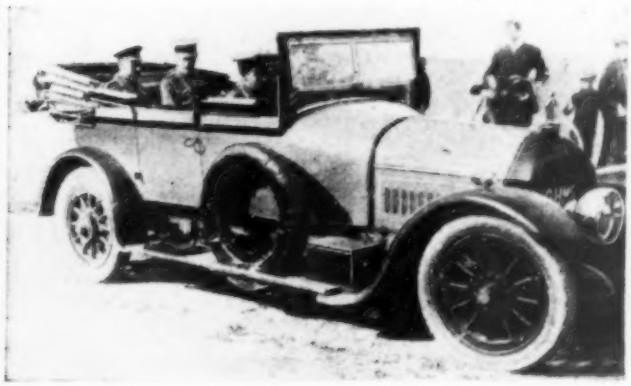
"Soon after, a command was received from H.R.H., and Prof. Redwood's carriage was driven into the great tilt yard by Mr. Critchley, accompanied by Mr. Altree. After the vehicle had been carefully inspected by the Prince, he and the Countess of Warwick, the Earl of Warwick, Lady Randolph Churchill, General Sir Stanley Clarke, and others were driven round the enclosure several times, and were highly satisfied with the speed and appearance of the carriage.

"Of course, in the limited space available, it was only possible to run the powerful machine at a comparatively slow speed—half-speed, as a matter of fact—although it was taken round quite as fast as was desirable, but this demonstration thoroughly satisfied the distinguished passengers as to the ease and certainty with which the car could be manœuvred and stopped. Almost immediately after the Royal inspection had concluded, the car had to be driven away, as Prof. Redwood had an appointment to meet it in Warwick, and from thence he drove straight away for London. This was a pity, for, from what we saw, it is perfectly evident that our future king is a lover of pace, and we do not think that even this carriage would have been the least bit too fast for his sporting tastes."

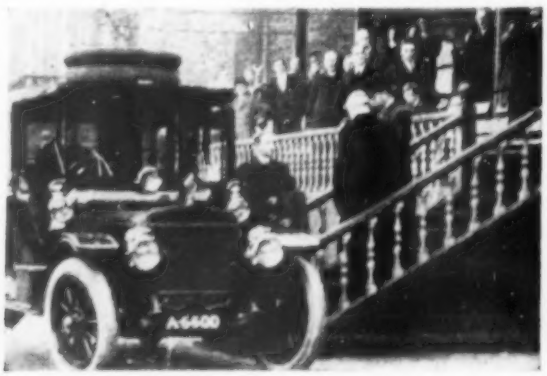
Obviously such enthusiasm could end only with a purchase, and in 1900 His Royal Highness became the owner of a 6 h.p. Daimler Mail Phæton, "painted in dark claret, picked out with vermilion," and when he became King Edward VII his interest in motoring showed no sign of lessening. On Saturday, April 20, 1901, he drove from Sandringham to Newmarket and back in his new 12 h.p. Daimler. "At Downham," says the issue of April 27, 1901, "great crowds collected to see His Majesty pass down the High Street, which he did at a right regal speed of between 20 and 30 m.p.h."

By the death of this keen Royal motorist (1910) the car was becoming an accepted means of transport instead of the extraordinary new invention that threatened the horse. In October, 1904, a car had first been used for an official Royal visit when King Edward VII went to Woolwich. The Duke of York had also been using cars, having previously purchased an electric vehicle, and the early issues of the new century begin to show that slight estrangement which must creep in when the official occasion replaces the informal. No longer does the journal record the exploits of the Royal enthusiast; instead, it presents dignified illustrations, beautifully printed on the high quality paper of the period, of cars being used by Royalty, purchased by Royalty and displayed to Royalty during factory visits.

By this time cars were very visibly ancestors of contemporary machines, and a photograph of King George V's new Daimler on page 343 of the issue of September 10, 1910, very definitely brings home the fact. The machine is a knife-edged limousine with the characteristic long, low bonnet housing the 57 h.p. six-cylinder Daimler engine. Above the prominent dumb irons are the magnificent brass acetylene lamps of that time. More interesting still, in the light of later tendencies, are the Rudge-Whitworth wire wheels, which have very large tyres indeed, measuring 36—7in (915—175 mm). Curiously enough, the side lights are electric, and a personal and perhaps decorous wish of His

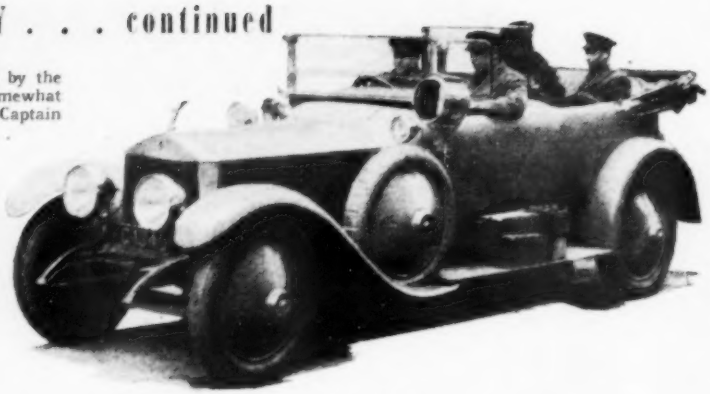


Another magnificent car of the period—a Peugeot, placed at the country's disposal by its French owner at the beginning of the Great War. The owner is at the wheel, the King can be seen in the back seat, and the event was a review of troops at Goring-on-Thames, Oxfordshire.



The new Prince of Wales (George V) was less an enthusiast and more a car user, and the car was now (1910) an established means of Royal transport. Here the Prince is seen leaving Queen's Club by Daimler.

A ROYAL MOTORING FAMILY . . . continued



The post-Great War 40-50 h.p. Rolls-Royce owned by the Prince of Wales. He is seated in the back, somewhat obscured by the rear screen, and alongside him is "Captain Prince Albert, R.A.F." (George VI).

Majesty seems to have been fulfilled by the fitting of an extra speedometer dial within the passenger compartment.

But King George V was more the user of cars than the enthusiast for them, and in the Coronation Number of *The Autocar* in 1911, a contributor of many years, "Owen John," conveys this fact to the reader in the felicitous prose appropriate to the occasion.

"To King George the motor car has 'arrived'; without claiming super-knowledge, he knows its parts and their respective functions, he realizes its value, recognizes its weak points, and—that is all. To him it has become part and parcel of ordinary life, arrangements and appointments are made according to 'motor time,' and it will be a good thing for all his subjects when they can bring themselves to look on motors and motoring in the same sensible fashion."

The exploring eye gets side-tracked by the Great War era, for it was during this time—and perhaps *because* of the Great War—that the car reached a pinnacle of achievement. Current scarcities were not even feared, and the automobiles of the period were enormous and magnificent. A half page in the November 14, 1914, issue is devoted to a photograph of H.M. the King inspecting troops at Goring-on-Thames. There is little evidence of troops at the riverside resort, the nearest spectators being a lady, a small boy waving paper streamers, and a somewhat languid youth with a three-speed bicycle. A 20-30 h.p. Peugeot dominates the picture.

A little later, *The Autocar* shows the same slight figure leaving an equally massive Vauxhall after having been driven as far towards Vimy Ridge as it was possible for a car to go.

By the end of the war the young Prince of Wales was in the motoring picture and a very similar illustration on November 30, 1918, shows the Prince leaving a Rolls-Royce which has taken him and his father on yet another visit to the front. The Rolls-Royce has a Royal coat of arms on the radiator, a Royal Standard on the left-side front corner of the roof and a central searchlight.

Searchlights, in fact, seem to have appealed to the Prince, who, said this journal, had since boyhood been a keen and practical motorist who often drove his cars in person. One of these was a 40-50 h.p. Rolls-Royce and this is shown with an enormous acetylene searchlight mounted on a bracket on the left-hand side of the car. His Royal Highness is in the back seat with another well-beloved member of the family, "Captain Prince Albert, R.A.F."

H.M. King George V at the Western Front in a Rolls-Royce of 1918. The mascot "Ecstasy" already adorns the R-R bonnet. Leaving the car behind his father is the Prince of Wales, at that time a colonel.

The years of tragedy were passing. There had been the carnage of the first German war, followed by the days of difficulty at home, during which the nation faced the less tangible onslaught of world economics. But during these years automobile progress was steady and considerable. Indeed, it is extraordinary how a means of transport so closely linked to the welfare of the people showed a steady progress when that welfare was subject to severe ups and downs. In a way, the story of the car is a fairy-tale story that is not quite part of everyday affairs, and belonging to this fairyland is a delightful photograph published on April 8, 1932, of a scaled-down Rolls-Royce two-seater coupé with dickey that was built by Line Brothers, the Merton toy-makers, as part of the *ménage* centring round the miniature house presented to Princess Elizabeth. Thus Her Majesty's interest in cars was early stimulated by this beautiful model.

Transmitted Enthusiasm

With 1937 came the Coronation Number heralding the reign of King George VI, and in this issue the interest of the new King in things mechanical and motor cars in particular was applauded. It seemed that King George VI had some of the enthusiasm of his grandfather for cars. He had owned a motor cycle while still an undergraduate at Cambridge in 1920. He was President of the Brooklands Automobile Racing Club and was a regular visitor at the track. The day had gone admittedly, when kings might themselves drive freely on the roads of England without official escort. Royal purchases of cars were recorded, but few further activities of the "unofficial" vehicles reached the public. In the official sense, the great Daimlers so long associated with the Royal family continued to dominate the scene.

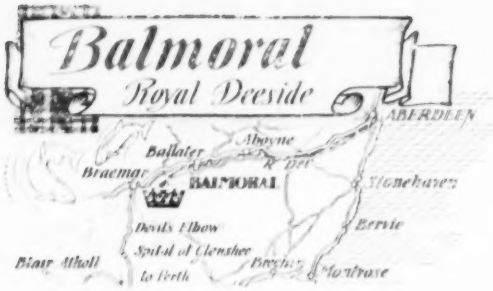
The late king maintained his interest to the last and it can be assumed that conversations between Royal father and son-in-law frequently took a motoring turn, for His Royal Highness the Duke of Edinburgh was well known to be an enthusiast. While the stories of the young officer's drives from Naval stations to Buckingham Palace in extremely good times are probably apocryphal, their telling was an admiring tribute to a young man for whom the people quickly conceived a great affection.

The closing years of King George VI were happy family years and the new reign continues in the same tradition. While the ostensible use of cars is confined to the official for Her Majesty the Queen, H.R.H. the Duke of Edinburgh continues to give evidence of his more-than-ordinary interest in motoring. He is the President-in-Chief of the B.R.D.C. and Royal parties add a welcome brilliance to major race meetings during the year. He is also President of the Automobile Association, in which capacity he has made several notable speeches in the cause of road safety. Thus the tradition begun by the son of Queen Victoria in the last few years of her reign is now fully upheld in the first few years of the reign of her great-great-granddaughter.

The road bridge over the Thames at Windsor takes the motorist through Eton and ultimately out on to the Bath Road at Slough. From the river bank the Castle's surprising height is particularly evident.

ROYAL BRITAIN

CHANCE, slightly influenced by Royal taste, seems to have been the only reason why the Royal homes are situated in widely different areas of Britain. It was natural that the kings of England should have a home in London, but it is doubtful if William the Conqueror founded the Castle at Windsor because Thames Valley scenery was uniquely English. The 7,000-acre estate at Sandringham was bought by a prince, who was only later to become king—Edward VII, the motoring monarch—and Balmoral alone, in the Scottish Highlands, seems to have been selected and purchased with all the care and solemnity attaching to the Victorian choice of a home. Yet a deliberate choice of all four could hardly have resulted in a wider scenic variety—the Metropolitan surroundings of soaring stone and parks, the pastoral intimacy of the Home Counties, the steep splendours of wooded Deeside, and the great natural hemispheres of Norfolk,



From across the Dee at Balmoral the little church of Crathie, in which the Royal Family worships, is visible amongst the trees.

where the flat land seems to serve only as a foil for the cloudscapes of the North Sea country.

In this Coronation summer touring motorists will tend to gravitate towards these royal centres, and in their largest numbers will no doubt make for Windsor. For all its fame, the town retains its local Berkshire colour, sturdily refusing to be dominated by the mighty mass of stonework on the hill. It is not, therefore, easy to park in the streets, for in agricultural counties land is begrudged to road width, but there is an enormous car park easily reached by following the signs, from which castle and town can be easily explored on foot.

Sandringham should be approached diffidently, for this is a private Royal residence, reached from King's Lynn through Castle Rising and West Newton. The house is not open to visitors, although on certain dates they may inspect the grounds. The tourist should, therefore, be content with the occasional glance, which remains complimentary where the deliberate inspection from the accidental vantage-point trespasses over the borderline of good taste. The surrounding countryside has a gardenlike neatness, for Norfolk is conscious of the honour done to it and is determined to justify it.

For most motorists the Scottish Highlands of Deeside are a far journey and form a lesser attraction than the majesty of the west. This is perhaps fortunate in a tourist-conscious age, leaving the Royal home of Balmoral to the considerable privacy of the forests and hills that

flank the River Dee. The castle is built of local granite and is dominated by its eastern tower, the turrets of which rise over 100 feet. When the Prince Consort bought it, it cost £31,500, and it is a quixotic reflection that, in the changed social climate of today, the owners of similar properties wishing to sell might well consider themselves lucky to get such a figure. As Britain grows poorer, however, the great homes that remain truly homes enhance their

Wolferton is the nearest village of note to Sandringham, the really private residence of the Royal Family. The Royal liking for Norfolk is well understood by those who know its gems, two of which are Wells-by-the-Sea, where sailing craft lie at their moorings in one of the many coastal inlets, and Oxburgh House, a celebrated 15th-century manor to the south of King's Lynn.

value in the nation's affections, for they are becoming rarities.

Buckingham Palace is " all façade," and it is the most famous façade in Britain. While imposing, it is hardly beautiful, and it takes the warm-hearted affection of the Cockney to refer to it in terms of endearment. It has, however, taken its place so firmly in the life of the nation that there would be few who would like to see it changed, and it has the great virtue that it is fronted by an open space in which the pageantry of Royal occasions can be appreciated. You may drive past the

Palace, circling the memorial to Queen Victoria that stands in front of the gates. You may drive down the Mall, too, as the State coach does. And you may reflect with justification, as you do so, that the permanence of British Royalty in these precarious times makes as great a contribution to the steadfastness of the national character as the Round Tower of Windsor does to that most famous of Thames-side scenes. As the scene is varied, so are the Royal homes themselves. There is little architectural affinity between Windsor and Balmoral, castles both, nor between Sandringham and Buckingham Palace, country and town houses; in their individuality they reflect the scene around them.

"But now behold . . . how London doth pour out her citizens," said Shakespeare, and on Coronation Day the crowds will throng round the Palace gates and across the Thames bridges. The river serves as a reminder that London is a seaport as well as a capital.

The History of BRITAIN'S MOTOR INDUSTRY

THE RISE AND DEVELOPMENT OF THE COMPANIES WHICH ARE HELPING TO MAINTAIN BRITAIN'S POSITION AS THE WORLD'S LARGEST EXPORTER OF CARS IN CORONATION YEAR

THE Historical Survey which follows sketches the long history of the British Motor Industry and illustrates the flexibility which has enabled it to become the world's largest exporter of motor vehicles. Many of the companies whose past activities are here outlined have been in the business since the car first became a practical form of transport—indeed, some were at work making bicycles long before that—but others, having started in business only in the last few years, have achieved world-wide fame. It is this ability to produce new types to meet changing market requirements which is one of the British industry's strongest assets, and enables it to offer a diversified selection of cars which probably has no equal anywhere else.

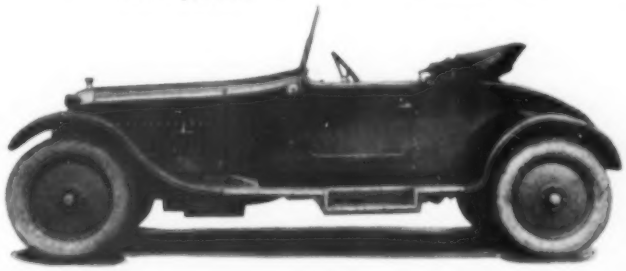
Many of the early companies have disappeared or have switched their activities into other lines of business, but the number of car manufacturers still in production is a guarantee that Britain will be able to meet changing fashions and produce new types to meet the demands of buyers at home and overseas. The high costs involved in developing new engines and chassis components have not discouraged the more enterprising specialist manufacturers. They have evolved some brilliantly successful new cars, with individual virtues of their own, yet making use of modified components made in quantity by the bigger manufacturers, and this method offers considerable scope for future developments.

A.C.

HAVING commenced operations with a small three-wheeled commercial vehicle known as the Autocarrier, the A.C. company made its first passenger model, the A.C. Tricar, with single-cylinder air-cooled engine, in 1909. Just before the 1914 war a four-wheeled car was produced and it appeared again in 1919, ultimately using an Anzani four-cylinder engine, but soon afterwards a six-cylinder engine with light alloy cylinder block was designed and this has remained the basic type of A.C. power unit ever since. In the nineteen-twenties the company was much in the news under the direction of S. F. Edge, but financial difficulties arose and in 1930 control passed into the hands of the Hurlock brothers, who have directed the company ever since.

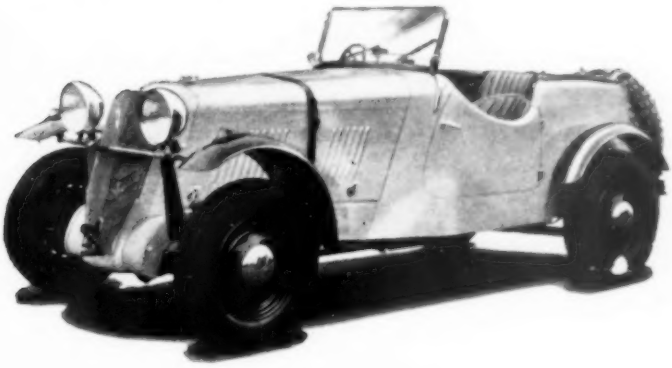
Early use was made by this company of light metals for both main components and bodywork panelling and wings.

The post-war cars remain the same in basic mechanical design as those of the immediate pre-war period, but the bodywork has more modern lines. Meanwhile, the company has expanded its activities to embrace other products, including invalid carriages and electric trains; it will shortly put into production a three-wheeled economy car.



Two stages in A.C. development. (Top) A two-seater introduced in 1924. (Below) A five-seater family saloon built in 1935.

The Allard Special of 1937, which had a Ford V8 engine



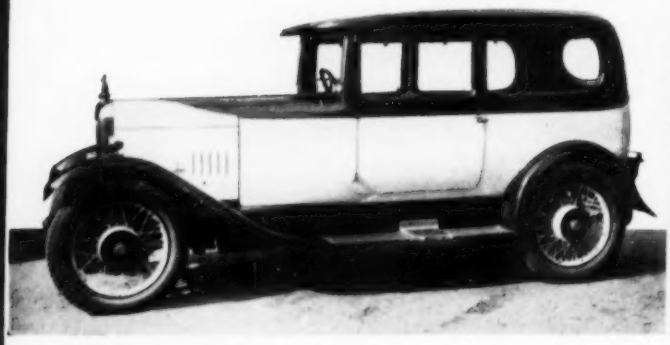
Allard

IN an age when car manufacture is more and more concentrated in the hands of vast corporations, the rise of the Allard company is a welcome reminder that there is still a place for the specialist with energy, enthusiasm and a knowledge based on practical experience of what constitutes a sports car. It is fitting that Britain's first victory in the Monte Carlo Rally for 21 years should have fallen to Sydney Allard, driving one of his own cars in the 1952 event.

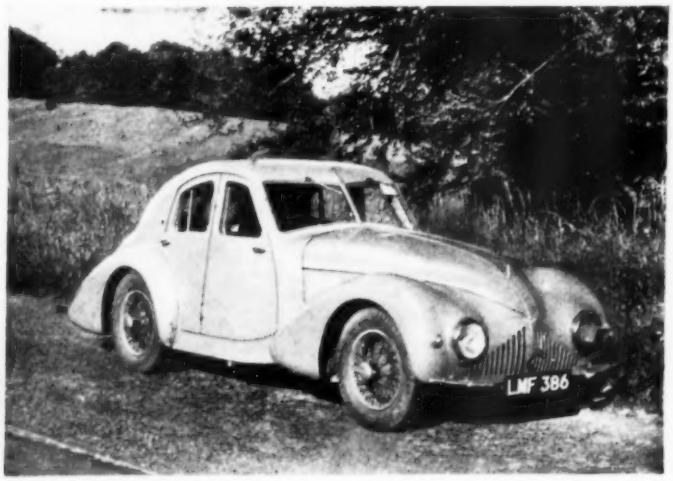
The Allard family were already Ford dealers when Sydney Allard began making

One of the earliest cars produced by the Siddeley Autocar Company, forerunners of Armstrong Siddeley Motors, Ltd., was this 6 h.p. Siddeley of 1904.

BRITAIN'S MOTOR INDUSTRY . . . . . continued



A famous Alvis model, the 12-50 h.p. saloon of 1927.



An experimental car which influenced post-war design was this 2-litre Aston Martin saloon with independent front suspension and tubular frame.

specials for trials and sprints before the war, so naturally he used as many Ford parts as possible, a policy he has continued ever since. This guarantees that vital parts of Allard cars can be obtained easily and cheaply in nearly all parts of the world. Pre-war cars were powered by Ford V8 or Lincoln V-twelve engines and since the war the Ford V8 has continued as the standard power unit, but the larger models are now made to take any of the current American V-eight engines, as desired by owners.

Latest move is an invasion of the small car market with the Allard Palm Beach two-seater which uses the Ford Consul four- or Zephyr six-cylinder engine and has been ordered for the United States market in large numbers. The larger cars are the only ones in production in Britain with de Dion rear axles, similar to the type used on Grand Prix racing cars.

Alvis

THE Alvis company was one of those which came into being immediately after the 1914-18 war. It was founded by the late Mr. T. G. John in Coventry in 1919 and produced its first car in 1920. The real fame of Alvis as a successful sports car began with the famous Twelve-Fifty model, which had an o.h.v. four-cylinder engine and had a maximum speed of over 70 m.p.h. when it was introduced in 1923. The designer responsible was Captain G. T. Smith-Clarke.

Alvis rapidly gained a reputation for technical enterprise and produced the first British front-wheel-drive car, the first British production model with independent front suspension and the first British all-synchromesh four-speed gear box.

In 1932 the famous Speed Twenty series began and the very fast 3½-litre Speed Twenty-Five was introduced in 1937. Just before the Hitler war the company became interested in the manufacture of aircraft engines and it is now an important producer of air-cooled radial engines for British helicopters and R.A.F. training aircraft. Car production is at present concentrated on the 3-litre six-cylinder, but future developments are eagerly awaited in view of the fact that Mr. Alec Issigonis is now in charge of design.

Armstrong Siddeley

THIS is one of the oldest companies in the British industry, its history dating back to 1902, when Mr. J. D. Siddeley, who later became Lord Kenilworth, founded the Siddeley Autocar company. The name was changed to Armstrong Siddeley Motors, Ltd. in 1919. The varied business activities of Mr. Siddeley in the early days resulted in the production of, first, a Wolseley-Siddeley car and then the Siddeley-Deasy, which was produced as an 18-24 h.p. four-cylinder and 30-36 h.p. six-cylinder.

The company is, of course, a major producer of jet aircraft engines and its activities in this sphere date back to the 1914-18 war when the Puma engines were built. The main activity in the car field was concentrated on high quality cars of medium size and in 1928 Armstrong Siddeley introduced the Wilson epicyclic self-changing gear box, which contained the essential elements of some of the most widely used modern automatic transmissions.

Post-war car production has been concentrated on a series of six-cylinder cars, but the new 3½-litre six-cylinder Sapphire brings the company into the high performance class with a fast saloon of elegant lines which created immense interest when it was revealed at the London Show last autumn

(Above left.) The first Austin Seven, an early model built in 1910. (Above right.) The Austin Ten two-seater of the period. (Right.) The car which began a new series of Austin Sevens in 1924

Aston Martin

THE Aston Martin history began with a small, fast, sports car made by two partners, Bamford and Lionel Martin, just before the 1914-18 war, and soon after the Armistice the car was put into production, achieving immediate success in racing and establishing several new class records. In 1930 the company changed hands and passed under the direction of A. C. Bertelli. This resulted in the production of a new car fitted with an overhead camshaft 1½-litre four-cylinder engine which achieved a fine series of successes at Le Mans.

The company was incorporated in the David Brown Group in 1947. Its immediate post-war production was centred on a 2-litre model with push-rod-operated overhead valves and independent suspension with a chassis frame made from square-section tubes. A six-cylinder twin overhead camshaft Lagonda engine was later mounted in this chassis experimentally, and thus was born the famous DB 2 which has been piling up successes in international races ever since. Still later came the DB 3, which will be seen in a large programme of races this year.

Austin

HERBERT AUSTIN, later Lord Austin, emigrated to Australia as a youth and served his apprenticeship out there, subsequently joining the Wolseley Sheep Shearing company. In 1893 he returned to England and designed his first car, a three-wheeler, on behalf of the Wolseley company. Other Wolseley cars followed, but in 1905 Austin started his own car business in a works at Longbridge, employing 270 men whose output was 120 cars a year.

The first Austin, a four-cylinder car known as the 25-30 h.p., began a long line of vehicles which have gained an enviable reputation for long service and reliability. Perhaps the most famous models produced between the two wars were the line of Twelve-Fours and the immortal Seven, but many people still have an affectionate regard for the Austin Tens which went into production again in 1946 and remained among the most popular British small cars until superseded by the A 40.

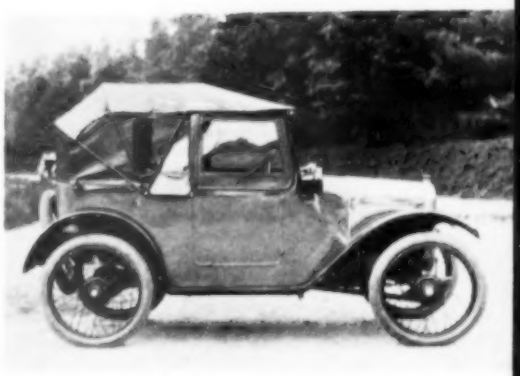
The present prosperity of the company owes much to the energetic leadership of Mr. L. P. Lord, who took control in 1945 and now presides over the destinies of both Austin and the Nuffield Organization, now merged in the British Motor Corporation.

Austin were pioneers in the invasion of the North American market by British cars, and they now have assembly plants in operation, or under construction, in many overseas countries including India, South Africa, New Zealand, Australia, Eire and Japan.

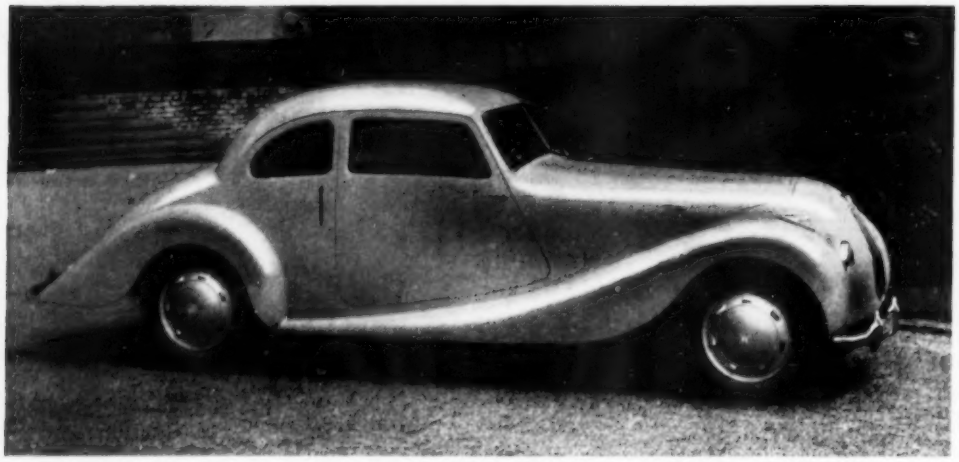
Bentley

ALREADY well known as a designer of aircraft engines in the first world war, Mr. W. O. Bentley moved into action swiftly after the Armistice and produced the first 3-litre Bentley in time to run in the 1922 T.T., where the cars took second, fourth and fifth places. Subsequent models, each of which gained fame in its own way, included a 6½-litre Six, the 8-litre six-cylinder, which was intended to challenge the world's best in cars, and the immortal 4½-litre four-cylinder, which, in supercharged form, performed prodigies in the hands of Sir Henry Birkin. Bentley successes at Le Mans included first four places in 1929.

The company was, in fact, built up on its racing successes, but it was never able to acquire sufficient reserves to ensure stability and in 1931 the assets were bought by Rolls-Royce, Ltd. A change of policy followed in which the accent was placed on silence and smooth running, beginning with the 3½-litre six-cylinder model introduced in 1933 as a "silent sports car." This policy introduced the Bentley to a new market and it became



(Below) A flash-back to the glorious history of the Bentleys at Le Mans.



Photographed in 1947, this was the prototype of the Bristol 400. The ventilated wheel discs did not go into production and several other details, including the bumpers, were subsequently changed.

BRITAIN'S MOTOR INDUSTRY . . . . . continued

popular with the specialist coachbuilders. Inevitably, the need for more power arose and in 1936 the engine size was increased to 4¼ litres. Subsequently an overdrive was added, allowing cruising speeds up to 80 m.p.h. to be maintained on Continental roads.

After the second world war Bentley production was concentrated on a new model, the Mark VI, with a 4¼-litre F-head engine, using overhead inlet and side exhaust valves. Latest development is the Continental Mark VI Bentley with a streamlined body permitting maximum speeds up to 120 m.p.h., which gives the Bentley the twin distinction of being one of the quietest cars in the world and also one of the fastest.

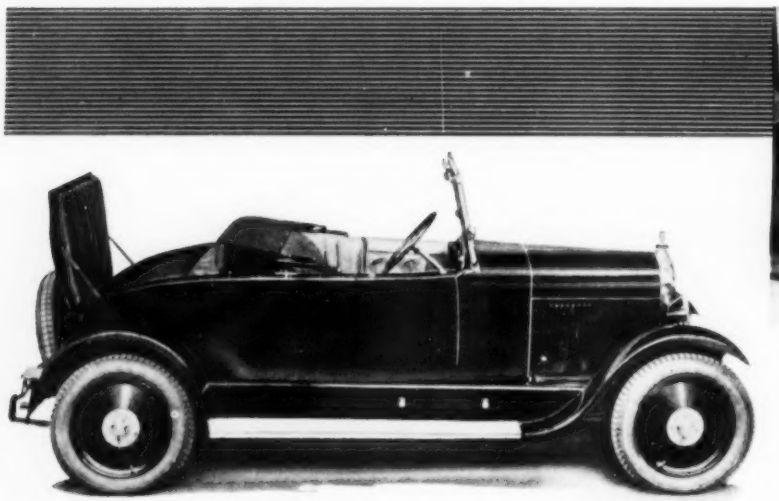
Bristol

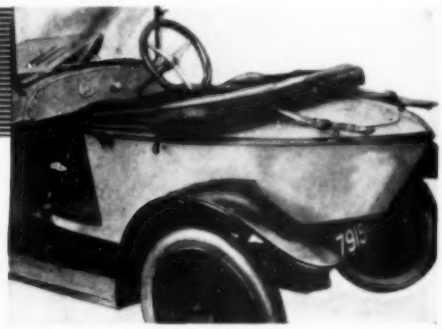
FOUNDED by Sir George White in 1910, the British and Colonial Aircraft company (as it was called earlier) has produced many famous aircraft from the Bristol fighter of 1917 to the gigantic Brabazon of the present day. After the first world war, the company, with its name changed to the Bristol Aeroplane company, extended its activities to embrace the design and production of engines, and for some time it was probably the largest single unit in the world's aircraft industry.

Bristol was thus considerably equipped to build fast cars of fine quality. The Car Division was formed in 1945, owing largely to the enthusiasm of Mr. George White, grandson of the founder, who is now joint managing director of the whole vast Bristol enterprise. On Continental basic principles, the company was able to build a car with a high performance overhead-valve engine having hemispherical combustion chambers, independent front suspension and torsion bar rear suspension, at a time when these things were rare on British cars.

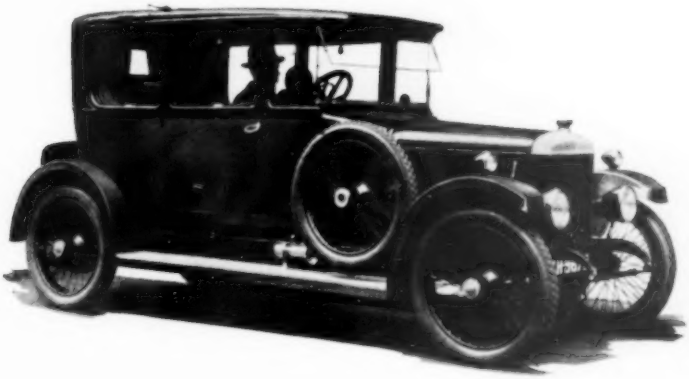
The Bristol was a success right from the start and gained an excellent reputation for high performance on a low fuel consumption. The original car, the Type 400 saloon, had a coachbuilt body that was rather heavy and did not provide much room in the rear, and ultimately the Type 401 was evolved after collaboration with one of Italy's leading coachbuilders. This is a graceful saloon of very modern lines having light alloy panels supported on a strong but light structure of steel tubes. Although the output is still small, the Bristol company make an exceptionally large proportion of the car in their own workshops and are thus able to offer a vehicle of the finest quality with a rare individuality in both its mechanical components and its detail equipment. A quite remarkable performance is provided by absolute standards, without reference to the modest engine size by way of extenuation for shortcomings.

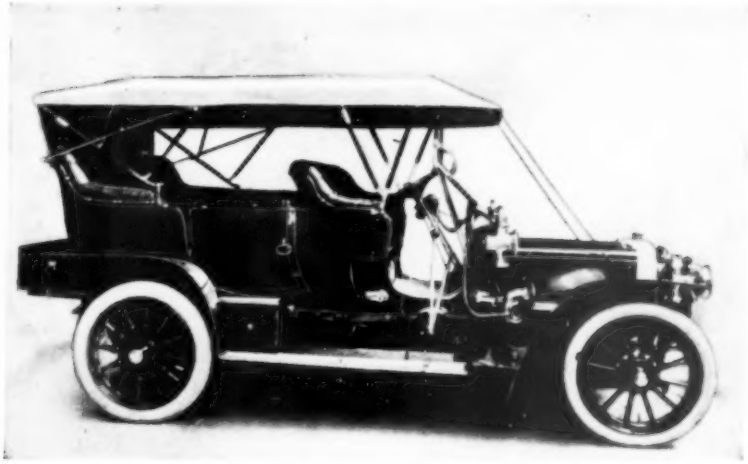
The Bristol engine was last year fitted into some of Britain's most successful formula 2 racing cars and has been developed to give over 140 b.h.p. from two litres. Bristol cars have been entered for Le Mans for the first time this year and the appearance of their sports-racing models is eagerly awaited.





(Left) The 12-24 h.p. Citroen two-seater with dickey seat, which cost £190 in 1927. (Above) The tail of the famous Citroen Cloverleaf, the 7.5 h.p. model of 1922.





(Above left) The 20 h.p. Daimler of 1922. (Above right) The Daimler Dog cart of 1896. (Left) The 28 h.p. Daimler of 1906.

Citroen

A FACTORY for the assembly and servicing of Citroen cars was originally established in London after the first world war, but in 1926 the British company moved out to Slough, in Buckinghamshire, assembling the four-cylinder rear-drive cars of that time.

In 1934 the company introduced the astonishing front-drive Citroen, which was then far ahead of its time and is still up to date today. The first of these cars was the Super Modern Twelve, while an enlarged version known as the Light Fifteen was additionally introduced in 1936. Later, the fast and roadworthy six-cylinder car was added. The Light Fifteen and the Six went into production again after the war, and the Big Fifteen has recently been added, but the British factory has not yet begun to assemble the exceptionally interesting little economy car, the 2 c.v., with which readers of *The Autocar* have been familiarized by a Road Test and exclusive description.

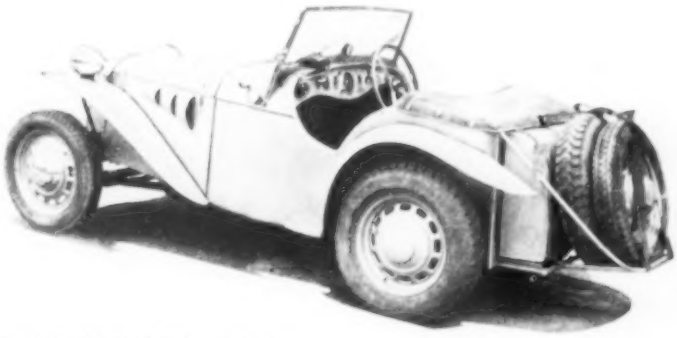
Although made from components imported from France, the British Citroens incorporate British electrical equipment, accessories and upholstery and many are exported from the Slough works and thus help to swell Britain's foreign currency receipts.

Daimler

FIRST of all Britain's car manufacturers, the Daimler Motor Co., Ltd. was incorporated in 1896 and started business in Coventry, utilizing the patents of the original Daimler company in Germany. The company quickly developed on independent lines. It received the Royal Warrant in 1901 and for many years held a virtual monopoly in the supply of cars for the use of the King and Queen. The company adopted the Knight sleeve-valve principle, and Daimler engines using this type of valve became famous for their silence. Ultimately, however, progress with poppet valves encouraged a return to this type of unit and the present Daimlers are all of orthodox engine design.

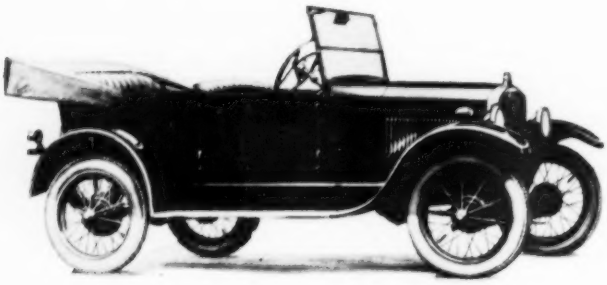
One of the Daimler company's great contributions to automobile evolution has been the use of the fluid coupling and epicyclic self-changing gear box, forerunner of to-day's automatic transmissions as used chiefly at present in the U.S.A.

Since the war, the vast Straight Eight Daimler has enjoyed the distinction of being Britain's largest car. The chassis has been fitted with very luxurious and majestic coachwork in the traditional English style. The 2½-litre Consort model has provided a more sparkling performance while retaining the Daimler attributes of comfort and silence, but production of the new 3-litre Regency saloon has been postponed because of the disruptive effect of Britain's heavy purchase tax on the market prospects for high-class cars. A new model has just been announced (and is described in this issue), of under 2½-litre engine size, with six cylinders, in a car of smaller overall size than the earlier Consort.



One of the latest British sports cars, the Dellow, built up from modified Ford Ten components.

BRITAIN'S MOTOR INDUSTRY . . . . . continued



Made in greater numbers than any car before or since, the Model T Ford was assembled in Britain from 1911 onwards, thus beginning the rise of the British Ford organization. This is one of the last of the Model Ts.

Dellow

THIS is one of the most recent recruits to the British motor industry. The organization began in 1947, making modifications to cars for trials enthusiasts, and eventually built its own cars, using mostly Ford Anglia and Prefect parts, which were inexpensive and readily obtainable. Dellow cars have had great success in British trials championships and one extensively modified to its owner's own ideas has won the R.A.C. trials championship. More ambitious plans are now in hand for a small sports car suitable for rallies and with the Dellow characteristics of compact size, low weight and moderate price. It should be assured of a welcome among rally enthusiasts.

Ford

CARS bearing this honoured name were imported into Britain in the first few years of this century and the demand ultimately justified the opening of a works which began assembling the immortal Model T at Trafford Park, Manchester, in 1911. By 1925, with production facilities which had been augmented to meet war needs, a quarter of a million Fords had rolled off the assembly lines at Trafford Park and more space was needed.

The Thames-side site at Dagenham, Essex, was acquired and work began on what has since become the biggest single vehicle producing unit in Britain. It is one of the most complete motor vehicle factories in Europe, with its own blast furnaces, and makes large numbers of trucks and tractors besides cars.

The Model A and B Fords and the V8 were made at Dagenham, but design policy began to be independent of Detroit production as long ago as 1932, when the first Ford Eight was produced, and with the Zephyr, Consul, Prefect and Anglia the British Ford enterprise now has a range of cars suitable for both British and overseas requirements. Their ability to compete in a classic sporting event with the best that Europe can produce has been strikingly illustrated this year by the Zephyr's victory in the Monte Carlo Rally.

The Consul and Zephyr were the first Ford cars anywhere to go into production with overhead valves since the Model T really founded the Ford fortunes, and the Ford designers at Dagenham are known to be well advanced on the design of a new modern small car.

Frazer Nash

CAPTAIN ARCHIE FRAZER NASH began building light sports and racing cars under his own name in 1924, but he had previously been the "N" of G.N., a small company which produced some famous and very fast cycle-cars powered by twin-cylinder engines, and driven by chains. Chain drive was also used on the original Frazer Nash, but the engines had four cylinders and eventually a few were made with six-cylinder engines.

In 1927 control of the company was acquired by the Aldington brothers, who have directed its activities ever since. Chain drive was still a feature and the cars gained innumerable successes in racing and sporting events of all kinds.

A change began in 1933, when the company acquired the British rights in B.M.W. cars, which were sold under the name Frazer Nash-B.M.W. and superseded the chain-driven Frazer Nashes entirely. The Type 328 was one of the most successful sports cars of the immediate pre-war era and won regular successes at Brooklands, Donington, Shelsley Walsh and elsewhere.

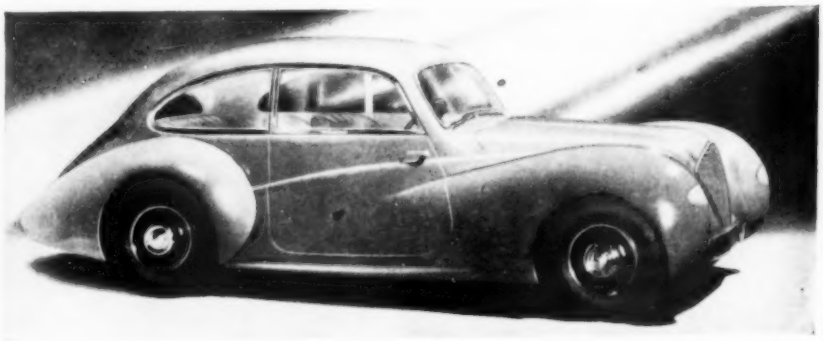
Since the war, Frazer Nash fame has been extended to many countries by brilliant successes gained by private owners in sporting events. The car now made has a special version of the Bristol engine in a light but very strong tubular chassis, with transverse leaf spring front suspension and torsion bars at the rear. The company makes its own formula 2 single-seater racing cars and has entered at Le Mans this year a 3½-litre prototype which may well forecast a new and interesting phase in its activities.

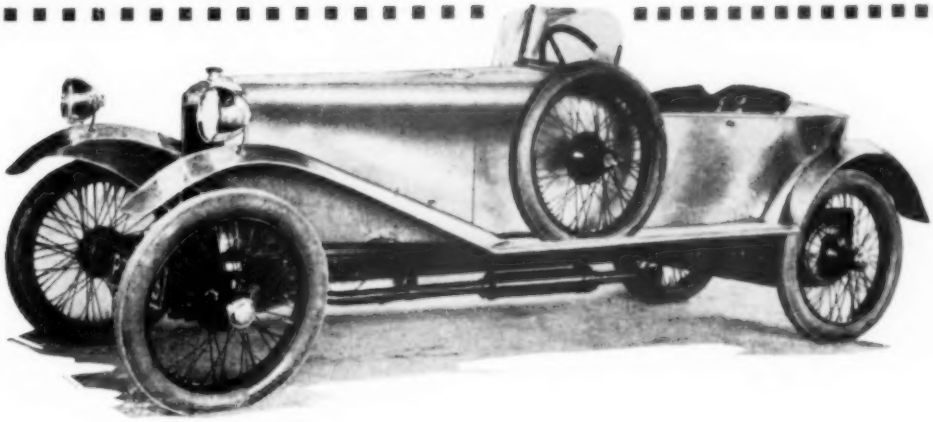
Healey

AFTER long experience in the motor industry, coupled with a successful competition career which included winning the Monte Carlo Rally, Donald Healey started his own company. In 1946 he built the first Healey car, using 2½-litre Riley engine and transmission units in a very light chassis with independent suspension by trailing arms and coil springs. The car quickly proved itself capable of over 100 m.p.h. in standard form and Healey cars soon gained fame by a series of important competition successes. More recently the American Nash-Kelvinator Corporation entered into an agreement with Healey to build the Nash-Healey sports car, using the American six-cylinder engine in a Healey chassis. The first bodies were built in England, but ultimately a new body designed by Pinin Farina of Italy was used. A two-three-seater drop-head coupé for the British home market was produced by using the 3-litre Alvis engine and British bodywork on a similar chassis.

At the London Show in 1952, Healey again made news with the Healey Hundred, using Austin A.90 mechanical components. So many orders were received

The first Healey saloon with a light two-door body panelled in aluminium attracted attention by exceeding 100 m.p.h., and these cars have been in the news ever since.

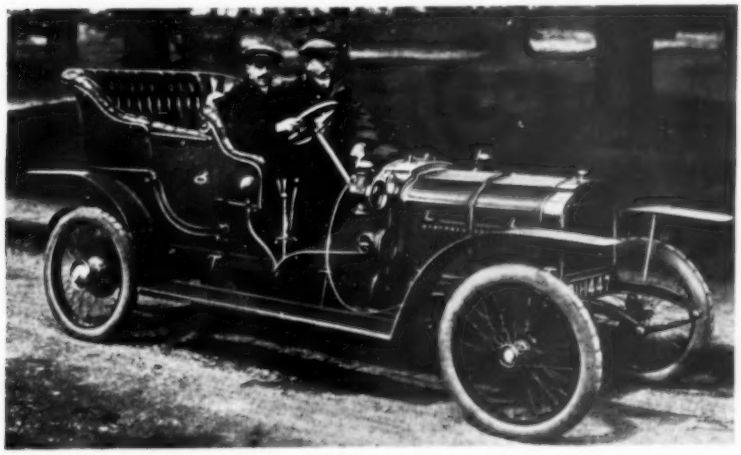




This is the Frazer-Nash of 1924, exhibiting the lightweight construction and chain drive which founded the success of these sports cars in competitions. Front suspension is by quarter-elliptic springs.

for this attractive small sports car that the Austin company agreed to take over manufacture and the car was renamed the Austin-Healey. As the Austin company has also agreed to make engines for a new Nash small car for sale in America, Healey is now involved in a triple international tie-up of considerable significance.

four-cylinder side-valve engine remains fundamentally unchanged, an unusually long and successful career for one model and one power unit. The separate chassis was abandoned and a unit structure was introduced just as the war began, and the car was again completely redesigned with independent front suspension and modern coachwork after the war. The latest version, the Californian coupé, with a big wrap-round rear window in the modern style, was introduced early this year to celebrate the twenty-first anniversary of Hillman Minx production.



The first Hillman car built in 1907 for the Isle of Man T.T. races, photographed with the designer, Louis Coatalen, at the wheel.

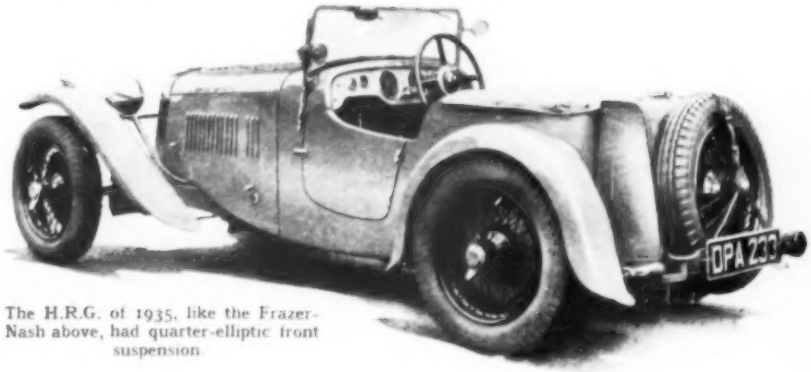
H.R.G.

THIS company's name is derived from the initials of H. R. Godfrey, who was known to enthusiasts of an earlier generation for his association with A. Frazer-Nash in the G.N. cycle cars, which obtained many competition successes before the 1914-18 war. H.R.G. began production in 1935 with the idea of building a light high-performance sports car at a moderate price, in a form which would enable the owner to enter competitions with some hope of success. The general outline was traditional, with the radiator well behind the front axle. Quarter-elliptic springs with an exposed beam axle formed the front suspension and there were fairly stiff half-elliptics at the rear. The power units, originally Meadows, eventually were standardized as four-cylinder overhead camshaft engines made by the Singer company. Twin carburettors were fitted and two sizes were offered, 1,100 c.c. and 1,496 c.c., the latter proving the more popular. Cars in the hands of private owners have won important places

Hillman

THE first Hillman car was built by William Hillman, in collaboration with Louis Coatalen, in 1907 for participation in the Tourist Trophy race of that year, but subsequently the company turned to the type of family car on which its fame has been founded ever since, introducing a 9 h.p. model in 1912. In 1928 the company was taken over by Humber and in 1932 both companies were merged into the Rootes Group.

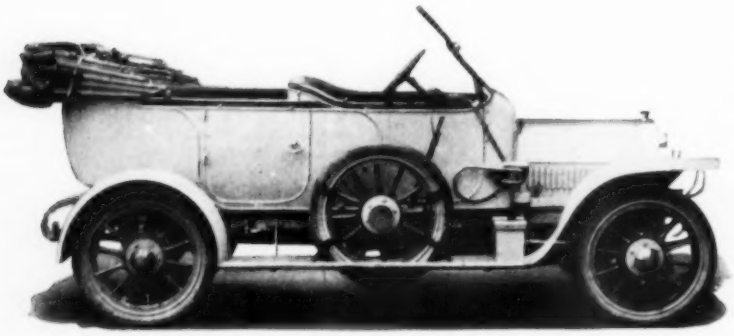
The famous Hillman Minx was introduced in 1932 and, although this model has been developed and brought up to date by extensive redesign in subsequent years, it is still in production and the



The H.R.G. of 1935, like the Frazer-Nash above, had quarter-elliptic front suspension.

BRITAIN'S MOTOR

The Humber Phaeton of 1899. It had the engine at the front and a light tubular frame. Controls were grouped on the vertical steering column under the tiny steering wheel.



This was the 12-20 h.p. Humber of 1910, a four-seater tourer of the type in which Humbers specialized for many years.

in the Belgian Grand Prix des Frontières, the Belgian 24-Hour Race, the Alpine Trial and the 24-Hour Race at Le Mans The standard cars are all open two-seaters, but one or two streamlined coupés have been built for private owners.

Humber

ONE of the oldest companies in the British motor industry; like several others, it began by making bicycles, having been established in 1867 by Thomas Humber. The first car to bear the name was a 3½ h.p. single-cylinder model which appeared in 1899. During the first World War the company made aero engines and when peace was restored it built up a very good reputation for the quality of its products, including not only family cars of a solid and well-finished type, but also motor cycles and bicycles. It further expanded its activities, purchasing Commer Cars, Ltd., the commercal vehicle manufacturers, in 1926 and acquiring control of Hillman in 1928, but ultimately it ran into difficulties which were solved by the acquisition of the whole group by the Rootes interests in 1932.

Originally the company's products were mainly small and medium-sized family models ranging from the tiny Humberette upwards, but since the last war, the name has been associated with two main sizes of car, the Hawk of 2¼ litres and the Super Snipe, Pullman and Imperial, all powered by a 4-litre six-cylinder engine in various lengths of wheelbase. The latest Super Snipe bears a strong family resemblance to the Hawk and has been brought into line with current Rootes practice by using coil springs for front suspension.

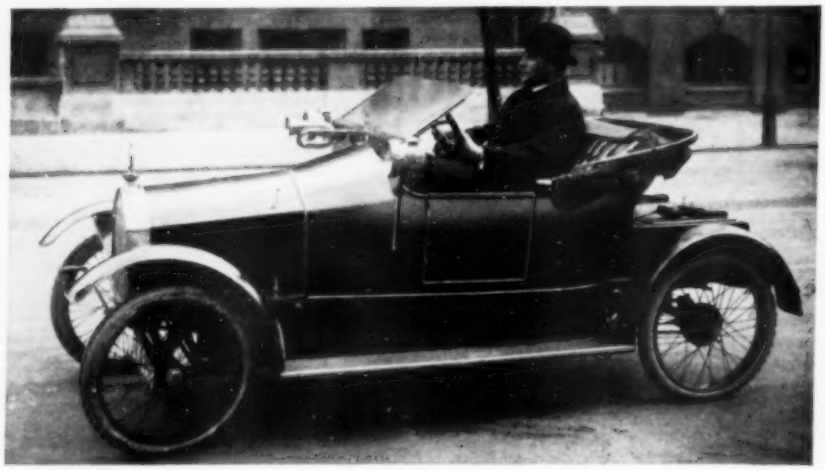
This latest Humber Super Snipe, a completely new car with an o.h.v. engine, was in the news in December of last year when it successfully completed a demonstration run over 3,285 miles in winter conditions through fifteen countries of Europe in 3 days 17 hours and 59 minutes.

Jaguar

THE Jaguar enterprise, which now enjoys world fame for the production of fast sports cars and high-performance touring cars, began in a modest way as a small coachbuilding shop making sidecars for motor cycles in Blackpool in 1923. The company later moved to the Midlands and attracted attention for the elegant and inexpensive bodies it made on popular small car chassis in the late 'twenties and early 'thirties. The Swallow Austin was much admired both as an open two-seater and as a small saloon, and the Swallow Hornet on the nippy little six-cylinder Wolseley chassis was immensely successful. In 1931 came the first car produced by the company, known as the S.S.I. It was a very rakish two-seater coupé on a chassis which used a 16 h.p. Standard side-valve engine and other Standard components. The smart lines, good finish and moderate price ensured an immediate success and typify the policy which has been followed ever since.

Just before the war the cars, now fitted with overhead-valve engines, were called

A picture taken in 1914, showing the Earl of Hardwicke in his 1914 Humberette, a typical example of the light cars of the period.



INDUSTRY continued

S.S. Jaguars, and after the war the Jaguar name was adopted without the prefix. The company's world-wide fame dates from the appearance of the XK120 two-seater, with an entirely new twin overhead-camshaft engine, which immediately showed itself to be the fastest production car in the world. It soon covered 131.8 miles in an hour at Montlhéry, and has within the past month or so covered a flying kilometre at 141.846 m.p.h.

Following this model came the Mark VII saloon utilizing the same engine, and the range has been further expanded by the introduction of a fixed-head coupé and, still more recently, a drop-head coupé on the XK120 chassis. Fastest of all the Jaguars is the XK120C, a sports racing model which among other successes won the Le Mans 24-Hour Race for Britain in 1951.

A pre-war example of the Jensen car, the 3½-litre tourer of 1938. It had a hinged deck with separate windscreens to protect the rear seat passengers.

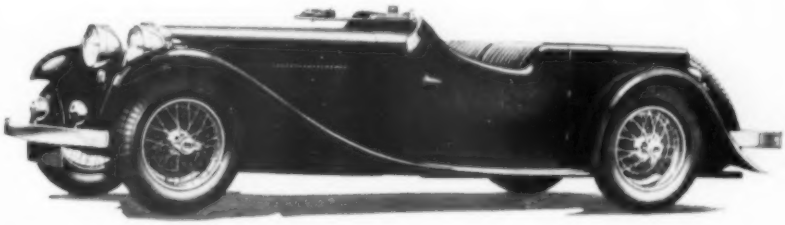
Jensen

THE history of this company goes back to 1863 when the West Bromwich Carriage Works was founded. The main activity of this company was concentrated on the production of commercial vehicles and motor coaches and they have done some important pioneer work in the evolution of lightweight structures capable of carrying heavy payloads. They have, however, shown interest in building coachwork for high-class cars and also built sports coachwork on Austin chassis. The logical successor to a line of pre-war Jensen specials dating from 1935 was the evolution of the 4-litre Jensen saloon and then the Jensen Interceptor coupé which appeared after the war.

Both these cars have a characteristic modern appearance with smooth external lines and have earned their place in the exclusive category of 100 m.p.h. cars. The engine is a 4-litre overhead-valve six-cylinder unit made by the Austin company. Although the cars are big, well finished and comfortably equipped, weight reduction has received a lot of attention and it has thus been possible to gear them so that they can maintain an effortless cruising speed of 80-85 m.p.h.

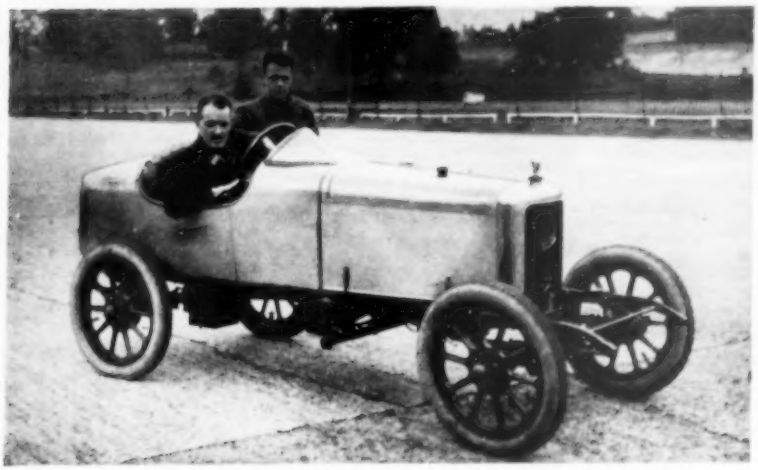
Jowett

IN 1901 Benjamin and William Jowett started work on their first car and the prototype was produced in 1906. Not until 1910, however did series production begin, the car having a horizontally opposed twin-cylinder engine. The initial design remained virtually unchanged until 1923, the car having great popularity in the north of England before the war, a popularity which spread southwards as its reputation for rugged reliability became more widely known. Total running costs in those days were said to be 1d per mile. Jowett cars had considerably more passenger accommodation for their engine size than other cars on

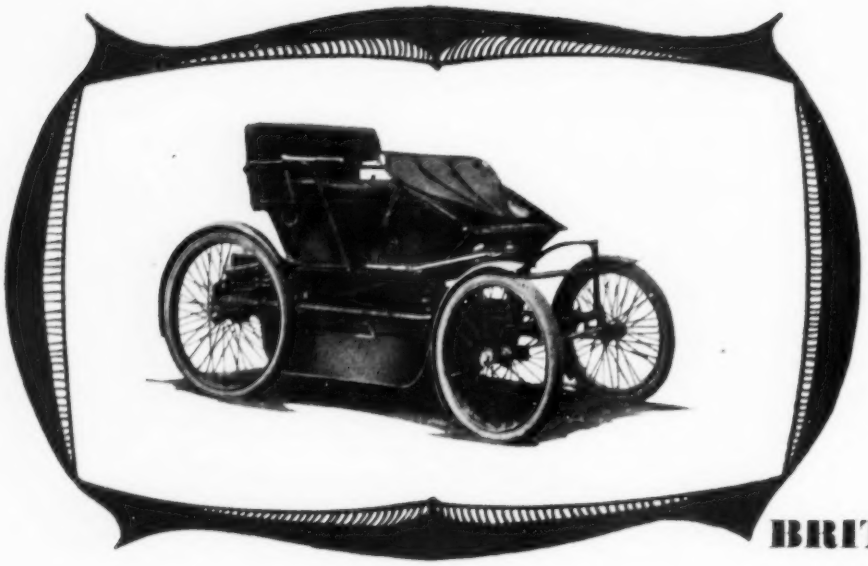


The elegance which has always characterized Jaguar cars was already apparent in the 2½-litre S.S.1 tourer of 1935.

Although the twin cylinder Jowetts were chiefly famous as hardworking family cars, a special model made successful record runs in the hands of J. J. Hall in 1928.



The Jowett flat-four saloon of 1936, the first Jowett to utilize the flat-four engine layout, which is employed on the Javelin and Jupiter cars of the present day.



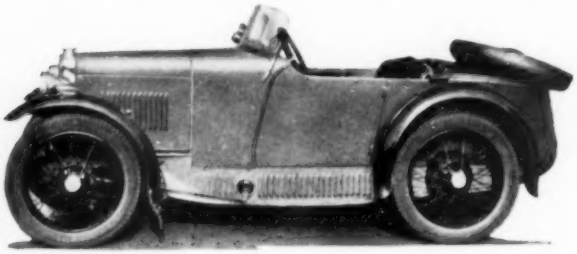
Bicycle-type wheels, tiller steering and a light, tubular chassis characterize the Lanchester of 1899, one of the earliest models produced by this company.

BRITAIN'S MOTOR

the British market, and the twin-cylinder models had a long run of success until the first four-cylinder car, still using the horizontally opposed engine layout, appeared in 1936. Various four-cylinder models with saloon coachwork were produced until the outbreak of war in 1939.

After the war two entirely new Jowett cars made their appearance and are still in production after steady refinement and improvement; the Javelin was introduced in 1946, and in 1949, one year after deliveries of the Javelin began, the Jupiter was shown to the public. This used many Javelin parts, but had a new, light, tubular chassis. The Jupiter has since done well in competitions, winning the 1½-litre class at Le Mans three years running, and the 1½-litre class in the R.A.C. T.T. race, besides many other notable successes in European and American events.

The first M.G. Midget was this fabric bodied two-seater M Type which was announced in 1929. Its radiator shell was almost exactly the same as that of the current model and the famous M.G. hexagon badge also appeared on the wheel hubs.



Lagonda

NOW incorporated in the David Brown group, the Lagonda history started in 1898 with a tri-car. In 1909 the company made a car with a combined body-chassis assembly in steel, which anticipated the popular unit structure of the present day. This was a modest and not very pretty touring car, but steadily the Lagonda name became associated with fine cars of high performance, with individual mechanical features. A Lagonda with automatic gear changing and six speeds was produced in 1932 and the Rapier was a famous small sports car with four-cylinder twin o.h.c. power unit which is still sought after.

The V-twelve Lagonda, one of the outstanding British cars of the period between the wars, was designed by W. O. Bentley. In 1939 two Lagondas with the V-twelve 4½-litre engines obtained third and fourth places at Le Mans, and one of the standard saloons covered 101.5 miles in one hour, including a tyre change, at Brooklands.

After the war a new 2.6-litre car was designed, the engine having twin overhead camshafts and six cylinders, being based on features of the twelve-cylinder model. It proved so successful that it is now used in various forms as the power unit for both Lagonda and Aston Martin cars. The chassis is very unusual, being a pure cruciform structure. Lagonda coachwork is made at the company's own factory near London and is built on elegant and modern lines by traditional coachbuilding methods, with aluminium panels on a carefully fitted wooden framework.

Lanchester

THE company takes its name from Dr. F. W. Lanchester, who made the first petrol-driven four-wheel car in England in 1895; it is now in the South Kensington Science Museum. He was also responsible for much pioneer work on worm drive, magneto ignition and epicyclic gears, which were the starting point of today's automatic transmissions. Ten years after Lanchester's first car, an interesting design was produced in which the engine, which had four cylinders and was water-cooled, was placed between the front passenger and the driver. In the inter-war period the Lanchester Ten was a successful small family car in the luxury class, combining genuine coachbuilt bodywork with a fluid coupling and self-changing epicyclic gear box.

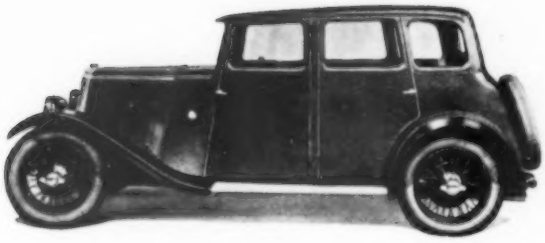
The company has been a member of the Daimler group since 1931 and current Lanchester cars are moderately sized high-quality machines, production being concentrated on the 2-litre. There are two styles, a saloon, and a convertible which has a three-position head which can be furled and re-erected hydraulically by push-button, and which can be pushed manually into the de ville position. As with the Daimlers, the interior fittings are luxurious, with upholstery in leather. Transmission is by fluid coupling and epicyclic four-speed gear box, and chassis lubrication is by an unusual system which is controlled by fluctuations in the heat of the engine. The Leda, export version of the Lanchester, has all-steel bodywork which makes it suitable for use in tropical climates.

Lea-Francis

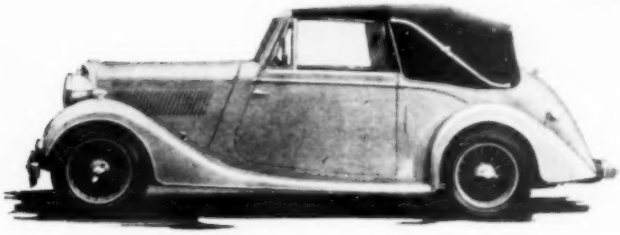
IN 1896 Lea and Francis first went into production with bicycles. Later they produced the 15-20 h.p. car which continued in production from 1902 to 1907. Meanwhile the company also became well known for its bicycles and motor cycles.

The 10 h.p. Lea-Francis was first produced in 1922 and quickly made a name for itself in reliability trials and competitions. The Lea-Francis company was among the first to fit a supercharger as standard, and this model, the Hyper-Sports, won the 1928 T.T. in Ireland in the hands of Kaye Don.

The cars now made have four-cylinder engines with inclined valves in hemi-



Announced as a new model for 1930, the 12-40 h.p. Lea-Francis saloon had a fabric body and centre-lock wire wheels. It was priced at £375.

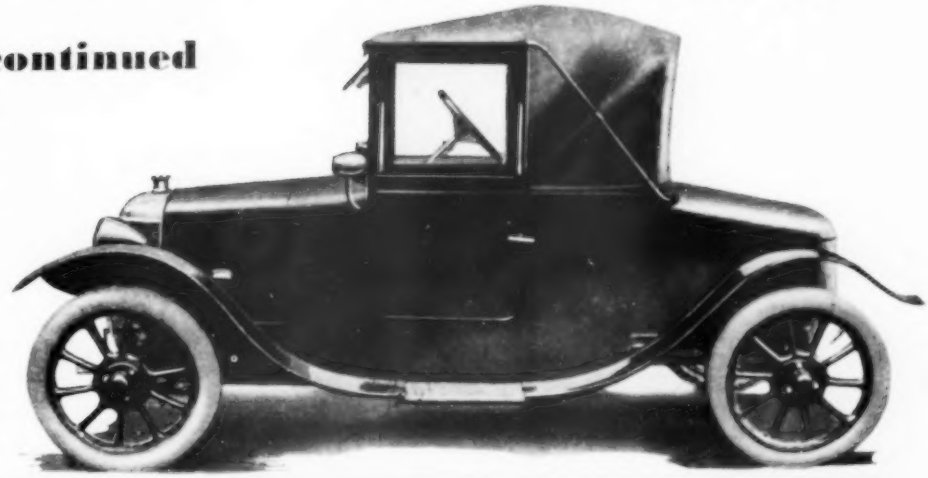


The evolution of Lea-Francis style is illustrated by this 12 h.p. drop-head coupé which was produced in 1939.

One of the earliest examples of unit construction, the Lagonda built before the 1914-18 war had the body and chassis constructed as a single unit

INDUSTRY continued

spherical combustion chambers, and operated by short push rods from two camshafts. There are three models, Fourteen, Eighteen and 2½-litre Sports, of which the last is the most notable, its engine being capable of giving 100 b.h.p.



M.G.

TO the thousands of M.G.s delivered to the United States in the past few years must be ascribed great part of the credit for the revolution which has taken place in American thinking on cars. Their performance in the hands of enthusiastic amateurs has created a public demand for sports car appearance and sports car performance, which has now resulted in the evolution of an entirely new line of cars with wire wheels and sporting lines by Detroit manufacturers.

The M.G. business began with the production of a specially tuned version of the Morris Oxford by Morris Garages, Ltd., in 1923. It had a top speed of 82 m.p.h. and it won a gold medal in the London-Land's End trial at its first attempt. Under the energetic direction of the late Cecil Kimber a line of M.G. specials led to the establishment of the M.G. Car Company. In April, 1929, the first M-type Midget was produced and since then there have always been M.G. Midgets in important international races, rallies and speed contests. The first examples had overhead camshaft engines, but with the series which carry the prefix T, culminating in the current TD, a different type of overhead-valve engine was adopted, using push-rods to operate the valves.

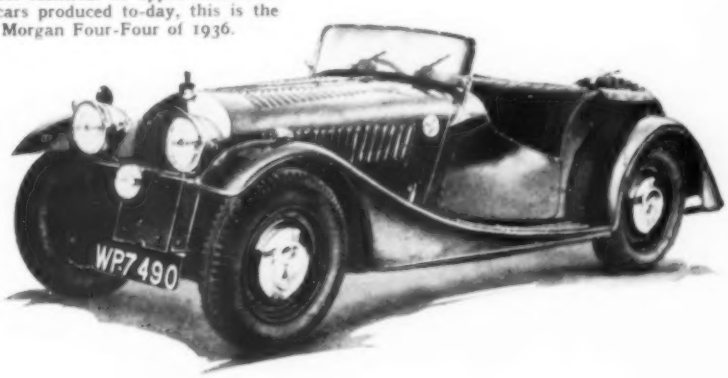
A series of tune schedules planned by the works enables the output to be increased from 54 up to nearly 100 b.h.p. for competition work. A comprehensive series of tests by *The Autocar* has chronicled the gains in performance achieved by each stage of the tuning.

For 20 years M.G. cars have figured prominently in the lists of international speed records and in the past few years important new records have been established by the famous streamlined M.G. driven by Lt.-Col. Goldie Gardner.

Morgan

THE Morgan Motor Company has a long history, but it has never pursued an expansionist policy and still occupies a small works in Worcestershire, where the cars are virtually hand made. It began in 1909 when H.F.S. Morgan, then a young

Almost identical in appearance with the cars produced to-day, this is the Morgan Four-Four of 1936.



BRITAIN'S MOTOR INDUSTRY . . . Continued

Believed to be the first Rolls-Royce delivered to a private owner, this is the 10 h.p. two-cylinder model, photographed in 1906.

garage proprietor, designed his own three-wheeled single-seater runabout. It had a two-cylinder air-cooled engine and was fitted with a type of simple sliding pillar independent front suspension which has been used on Morgan three-wheelers and on Morgan sports cars ever since. For some time thereafter the company concentrated on three-wheel runabouts for family use and also built a famous line of powerful three-wheeled sports models with chain drive to the single rear wheel. The first four-wheeled sports model was produced in 1936 and in its chassis design it closely resembled the current Morgan Plus Four, which now has a modified Standard Vanguard engine and a separately mounted four-speed gear box. An interesting detail is the way the front suspension is lubricated by oil supplied under pressure from the engine. A very low build is obtained by passing the chassis frame under the rear axle.

Morris

W. R. MORRIS, later Lord Nuffield, began in business building bicycles and motor cycles, but in 1912 he built his first car, which he called a Morris Oxford, and so started the long and successful career which has led to the creation of the great Nuffield Organization, now combined with Austin to form the British Motor Corporation.

The secret of Morris success was the old one of value for money. By advanced production methods prices were cut drastically at a time when prices of other cars were rising, and the Morris Cowley was one of the most important factors in enabling the family man of small means to take up motoring. Its fame was equalled by that of the Morris Minor, which has been revived in post-war form to become again one of Britain's leading small cars, so that its history spans nearly a quarter of a century. The first Minors had overhead valve engines, then there was a reversion to side valve engines and at one time the two-seater car, fully equipped, was offered for the magic figure of £100; but the latest of the Morris Minors again has an overhead valve power unit.

From the modest beginnings in the cycle shop at Cowley the organization expanded steadily, among its early offshoots being Morris Commercial Cars and M.G. cars. It then absorbed the Wolseley company and much later took over the Riley organization, while its interests also spread into the component and accessory fields.

Paramount

THIS is a small specialist organization which had its beginnings in Derbyshire some two years ago, when production started of a small car designed to provide open-air motoring in the form of a sports tourer of modern appearance at moderate costs. Engine and transmission components were derived from the well-known Ford Ten.

After a re-organization, Paramount Cars are now built by a new company in Leighton Buzzard, Bedfordshire. The engine is fitted with twin carburettors and the car has independent front suspension, employing wishbones and a transverse leaf spring.

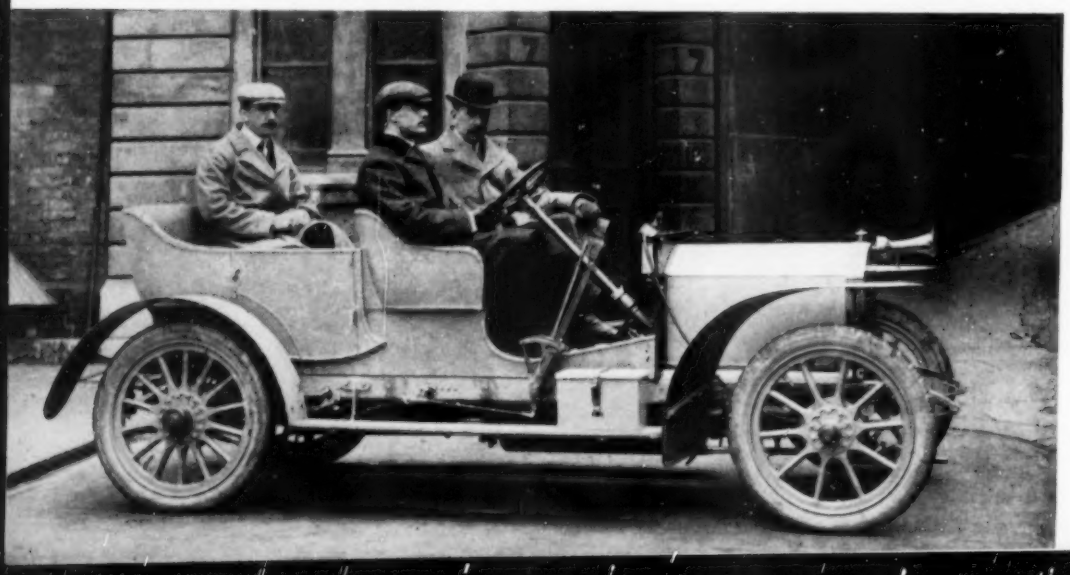
Renault

THE Renault company was one of the pioneers of the French motor industry, but a British subsidiary was registered as long ago as 1905. Originally it simply assembled cars sent over from France, but gradually the proportion of British components was increased, although the basic design remained the same as that of the cars built at the parent factory. Since the war the French company has been nationalized, but the English branch continues to assemble the small 750 c.c. rear-engined saloon from French components. A few are sold on the home market and the rest are sent overseas. They are fitted with British tyres, and British electrical equipment and accessories, and the interior trim is finished in accordance with British ideas. The factory is on Western Avenue, on the outskirts of London.

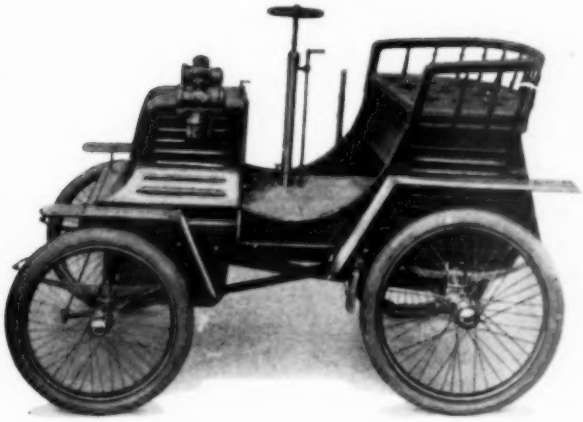
Riley

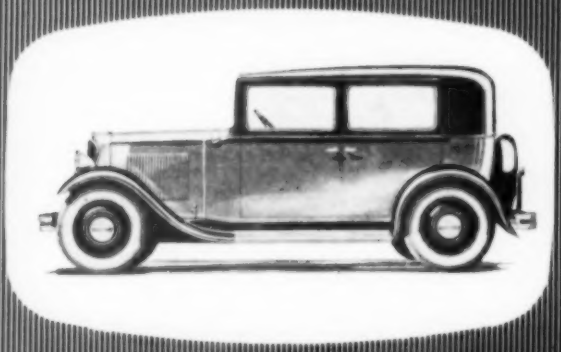
ORIGINALLY a family concern, the Riley company is one of the oldest in the British industry. The Riley family started in business in 1896 and built the first Riley car two years later. It was designed by Percy Riley.

The Nine which appeared in 1926 was one of the most successful of all British light cars and had a brilliant racing career in the hands of various drivers, perhaps the most famous being Freddie Dixon. This car, like all subsequent Rileys, had a hemispherical combustion chamber with inclined valves, a design feature which is now coming into wider use, not only in Britain but also in America. Control of the company passed into the hands of Lord Nuffield in 1938 and since the war the Riley organization has been moved from its old home in Coventry to



The Hon. C. S. Rolls seated at the wheel of one of the 20 horse-power Rolls-Royce cars built for the Tourist Trophy races in 1906.





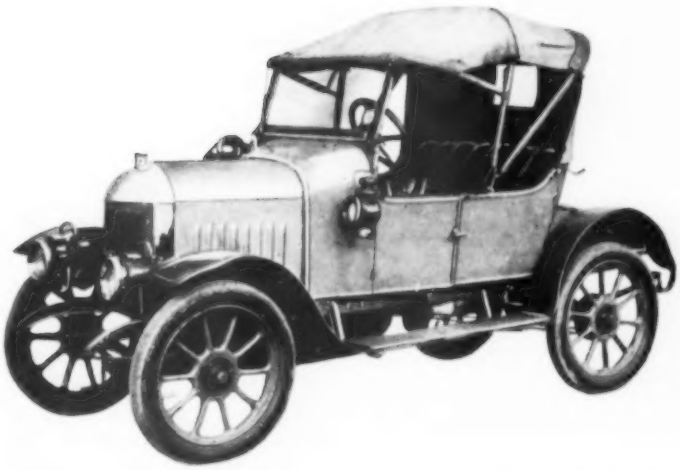
(Above) A Riley car of 1896. An interesting feature is the rear brake which operates directly on the tread of the tyre. (Above, right) The Paramount, one of the newer British small cars which uses a proportion of Ford components. (Right) One of the earlier Renault cars which became familiar on the British market, this was the 1931 Monastella Renault.

a place alongside the M.G. production activities at Abingdon-on-Thames.

The first engines of the E.R.A. cars, the tremendously successful British racing cars of the immediate pre-war period, were originally developed from Riley power units and the current Rileys, the 1½-litre and 2½-litre, maintain the same basic high-efficiency design.

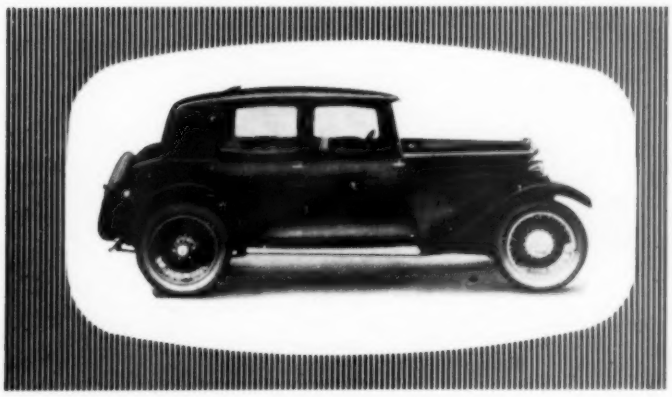
Rolls-Royce

THE late Sir Henry Royce has a secure position as a great British engineering genius and his relentless search for perfection has become almost legendary. His partnership with the Hon. C. S. Rolls, which began the great Rolls-Royce organization, was cut short by the latter's untimely death, but the Rolls-Royce was already well on the way to establishing its enduring reputation as the best car in the world. The company was founded in 1907 by the amalgamation of C. S. Rolls



The first Morris Oxford, built in 1912, with the bull-nosed radiator which became a famous feature of Morris Oxford and Cowley cars for many years.

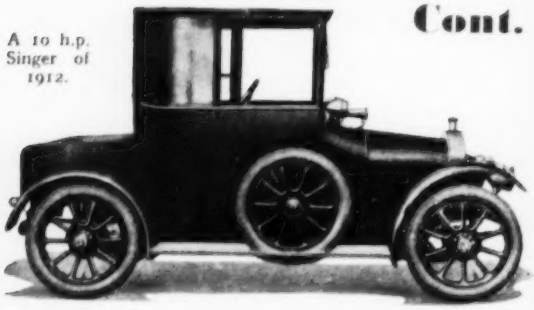
(Below) An important stage in the long and successful career of the Riley Nine was the introduction of the Plus Ultra Monaco Saloon with dropped chassis frame in 1931. It was priced at £298.



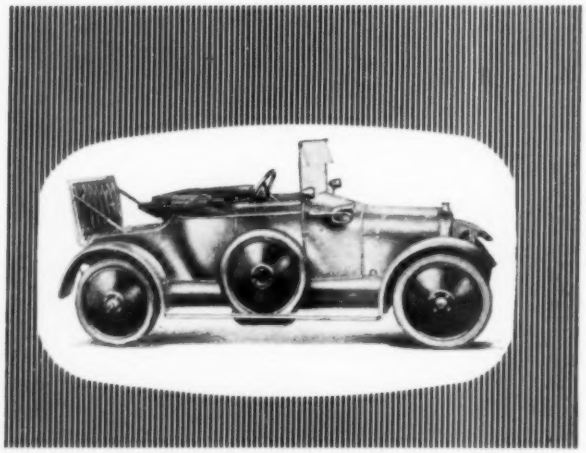
and Co. and Royce, Ltd., and its fame was really established by the six-cylinder Silver Ghost. This chassis had immense success as a touring car, and Rolls-Royce built some highly successful armoured cars in the 1914-18 war. They also expanded their activities to the production of aircraft engines and were just as successful in this field. They now have a pre-eminent position in the design and development of aircraft gas turbines, and possession of one of the latest cars is still the mark of the connoisseur.

In the period between the wars there came the famous Phantom series and pro-

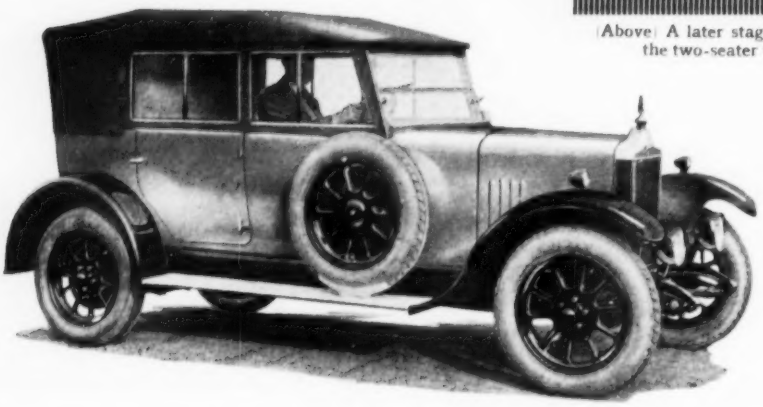
BRITAIN'S MOTOR INDUSTRY Cont.



A 10 h.p. Singer of 1912.



(Above) A later stage in the evolution of the 10 h.p. Singer was the two-seater with all-weather body, priced at £395 in 1921.



Equipped with the neat all-weather equipment for which Standard tourers were noted, this was the 14 h.p. Warwick five-seater which cost £345 in 1924.

duction is now concentrated on the Silver Wraith and Silver Dawn.

One of the smartest British small cars of the pre-war period was the Sunbeam-Talbot Ten of 1939.

Rover

THIS company's reputation for building high-quality cars is based on a long experience which goes back to 1877, when J. K. Starley and W. Sutton began building penny-farthing bicycles in Coventry. The original company became the Rover Cycle Company in 1896, and growing interest in the possibilities of the internal combustion engine led to the production of the first 2¼ h.p. Rover motor cycle in 1903. The first Rover car, an 8 h.p. single-cylinder model, appeared in 1904. Early Rovers were simple and economical vehicles, one of the most famous having a twin-cylinder air-cooled engine, but ultimately the company's interest was concentrated upon medium-sized cars with a high standard of equipment and finish. The current Rover engine has an unusual cylinder head layout with overhead inlet and side exhaust valves, an arrangement common also to the Rolls-Royce and Bentley cars.

Appearance now conforms with current styles, but the radiator grille is still recognizably derived from the radiators of earlier Rover cars. In 1950 the company made history by building the first car to be powered by a gas turbine, and has been in the news since then for impressive speed demonstrations which have revealed the continued progress made with this promising line of research. It is not suggested that the turbine car will become an economic proposition in the near future, but, by entering the field so early, the Rover company has built up an unrivalled background of practical experience in the problems involved.

Singer

ONE of the oldest names in the whole British motor industry: The company was originally established in Coventry in 1876, building bicycles, and

(Below) A historical moment was the first successful trial of the Rover turbocar, here seen with Mr. Maurice Wilks, Mr. S. B. Wilks chief engineer and managing director respectively, and the turbine designer, Mr. F. R. Bell.

later it commenced manufacturing motor cycles of its own design. Eventually it took the plunge and entered the expanding car field and a long line of Singer light cars followed, achieving considerable success as economical family cars in the 1920s. Singer was among the first British manufacturers to experiment with independent front suspension, and also among the first to fit a fluid coupling as an aid to smooth running and easy gear changing. The company entered a new field in 1934 with the production of the Le Mans sports model. With its overhead camshaft engine it rapidly achieved notable successes in competitions in Britain and abroad and became the most famous of all Singer cars. The basic design features of the overhead camshaft Le Mans engine are retained in the current 1½-litre power unit which powers both the sporting four-seater Roadster and the S.M. 1500 saloon.

The first Standard car, which was produced in 1903. It had a single-cylinder engine with a bore of 5in (127 mm).

Standard

WITHOUT preliminary activity in the bicycle or motor cycle fields, Standard entered straight into car manufacture in 1903, when their first car was built. It was a 6 h.p. model with a single-cylinder engine, a three-speed gear box and shaft drive. Several successful family touring cars followed, being easily identified by the characteristic shouldered radiator with the Union Jack badge, but the company ran into difficulties during the slump of 1926-29 and was reorganized by Captain J. P. Black (now Sir John Black). One of its most famous models was the Standard Nine which, beginning in production with a fabric body in 1928, continued in various forms with metal panelled coachwork and modernized specifications into the 1930s.

The programme was expanded to cover a wide variety of car sizes, but since the war activity has been concentrated on one model, the Vanguard, which was introduced in 1947. Meanwhile Standard has become the central element in one of the British motor industry's Big Six manufacturing groups. It has taken over Triumph and also builds Ferguson tractors, and has recently entered into an agreement to make Willys Jeeps in Britain. The Standard Vanguard saloon has recently been extensively modified and the prototype of a new small car, the Standard Eight, is now in the United States. It will probably be revealed in England during the summer.

A 1908 Rover tourer which was still in daily use in Ceylon more than twenty years after it was built.

Sunbeam-Talbot

THE joint name Sunbeam-Talbot is one under which the high-quality sporting cars of the Rootes Group are sold in Britain and some overseas countries. In other countries where there might be confusion with the French Talbot name they are sold under the name of Sunbeam. The origins of the name are derived from the Sunbeam Motor Car Co., Ltd., and Clement Talbot, Ltd., two old-established companies in the British industry, which were acquired by the Rootes Group in 1935. They were subsequently amalgamated as Sunbeam-Talbot, Ltd., in 1938.

Sunbeam is a very long-established name, having originated with John Marston, Ltd., of Wolverhampton, who made Sunbeam bicycles and built their first car in 1899.

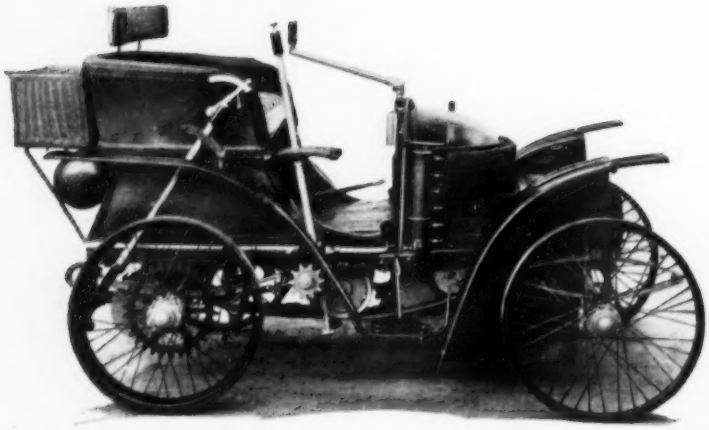
Sunbeam achieved fame with the world speed record attempts by the late Sir Henry Segrave, and they were the first to exceed a speed of 200 m.p.h. Talbot cars were among the most popular British sports cars, and were the first to cover 100 miles in one hour. The sporting tradition has been fully maintained by the Sunbeam-Talbot cars, which have achieved notable successes in international rallies and endurance competitions since the war, notably the Alpine Trial and the Monte Carlo Rally. The *marque* was awarded the Dewar Trophy for 1952 for its outstanding performance in the Alpine Trial.

A further expansion of sporting activity is to be expected from the recent introduction of the new Sunbeam Alpine, a two-seater specifically designed for fast road travel and competition work. A specially tuned and modified version has already achieved 111.2 miles in one hour at Montlhéry.

Triumph

ONE of the many old-established companies, which traces its origins to the cycle business, having been established in Coventry making bicycles in 1885. In pre-last war car production this company was known chiefly for a line of high quality cars in the small- and medium-sized categories, having stylish coachwork and a better finish than the average. In the immediate pre-war period Triumph cars have achieved great success in British concours d'élégance.

The company was taken over by the Standard group in 1945 and since the war has adopted a much more conservative line for its coachwork in the traditional British knife-edged style. The Renown saloon, which now uses the engine and main chassis components of the Standard Vanguard, is a very good example of this



The Wolseley which won the Voiturette class in the 1,000 Miles Trial in 1900.

wide range of performance and economy requirements with the simplest possible production arrangements.

Wolseley

WITH the original of this company the late Lord Austin was associated at the beginning of his career; its first motor vehicle was built in 1896. This was a 2 h.p. two-cylinder three-wheeler with tiller steering and it was followed by the production of the company's first four-wheeled car in 1900.

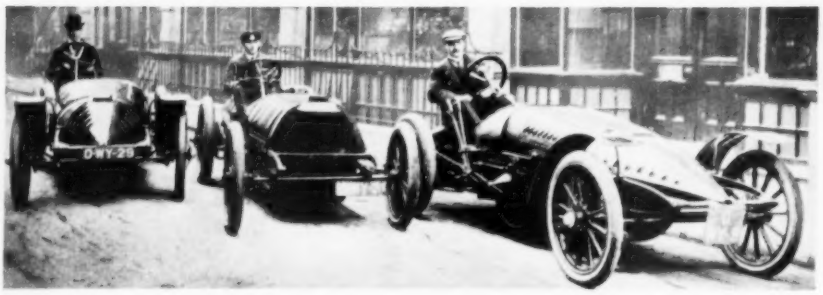
Wolseley cars played an important part in the early international motor races, the famous Wolseley Beetles attracting widespread attention by their unusual design. As with so many companies which began making high performance cars, Wolseley turned its attention to more conservative family cars as the motoring movement spread and in 1927 it was taken over by the Morris interests to form part of the Nuffield Group. The company was originally established in Birmingham, but Wolseley cars are now manufactured in the vast Morris factory at Cowley on the outskirts of Oxford.

One of the most successful Wolseleys of all time was the famous Hornet, a small six-cylinder model which started a vogue for this type of power unit, though few of those who tried to emulate it achieved anything like the Hornet's success. It was built both as a saloon and as a sports car and the Hornet Special sports chassis was fitted with a wide variety of open and closed sports bodywork by leading coachbuilders of the day.

BRITAIN'S MOTOR INDUSTRY . . . . continued

type, which gives a pleasantly light and airy interior and exceptionally good head room in both the front and the rear seats. The very small windscreen pillars are also noteworthy. A similar body style was adopted for the smaller Triumph, the Mayflower, which has established itself as a pleasant, smooth-running and economical quality car in the smallest class.

The latest addition to the Triumph range is a sports model using a modified version of the Standard Vanguard engine and this brings back memories of previous sporting Triumph cars which had attractive open tourer bodywork in the 1930s.

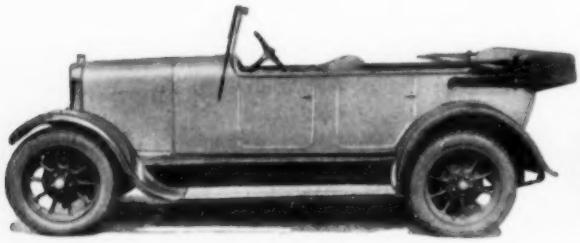


An early attempt at streamlining gave the characteristic appearance to the Wolseley Beetles built for the Gordon Bennett Races in 1904.

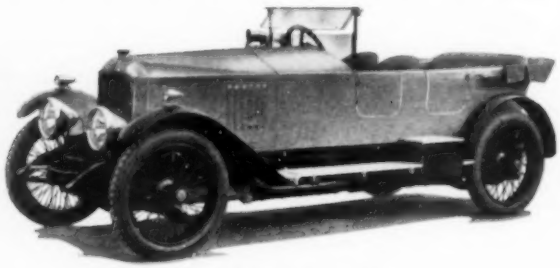
Vauxhall

BASICALLY this is one of the oldest concerns in the British industry and takes its name from the Vauxhall Iron Works, which was making marine engines in London in 1857. After building up a successful business in this and other engineering activities the company built its first car in 1903. Two years later it moved to Luton and was reorganized under the name of Vauxhall Motors, Ltd., in 1907.

The fame of the company was really established by its high performance sporting cars, including the immortal 30-98 and also the Velox, the name of which has been revived for one of the current family cars. Ultimately, however, activities were turned to family cars with a more modest performance and control was acquired by the American General Motors Corporation in 1926. Since then a vast expansion has taken place, and the company has become one of the biggest in the British industry concentrating on family cars in the lower price ranges. The utmost simplification has been achieved in the current Wyvern and Velox range, where one basic car is powered by either a four-cylinder engine of 1½ litres or a six-cylinder engine of 2¼ litres, covering a



The 12.8 h.p. Triumph tourer of 1925.



The 30-98 h.p. Vauxhall Velox of 1921.

Travel... AS YOU LIKE IT

JACQUES . . . . *the sundry contemplation of my Travels . . . wraps me in a most humorous sadness.*

ROSALIND . . . *A traveller! By my faith, you have great reason to be sad.* IV . I . 16

THE VOICE OF EXPERIENCE. Muddy roads, fractious horses, pot-holes and footpads. Such was travel in Shakespeare's days.

...AS YOU HAVE IT

NEW ELIZABETHANS go as *they* like it—in an Austin. Travelling in comfort, exploring at ease, feeling their car move in utter obedience. They enjoy the search and delight in discovery.

Modern excursions hold no alarums—thanks to Austin. You can depend on it!

Austin of England

BMC

THE AUSTIN MOTOR COMPANY LIMITED • LONGBRIDGE • BIRMINGHAM

CORONATION OF HER MAJESTY QUEEN ELIZABETH II

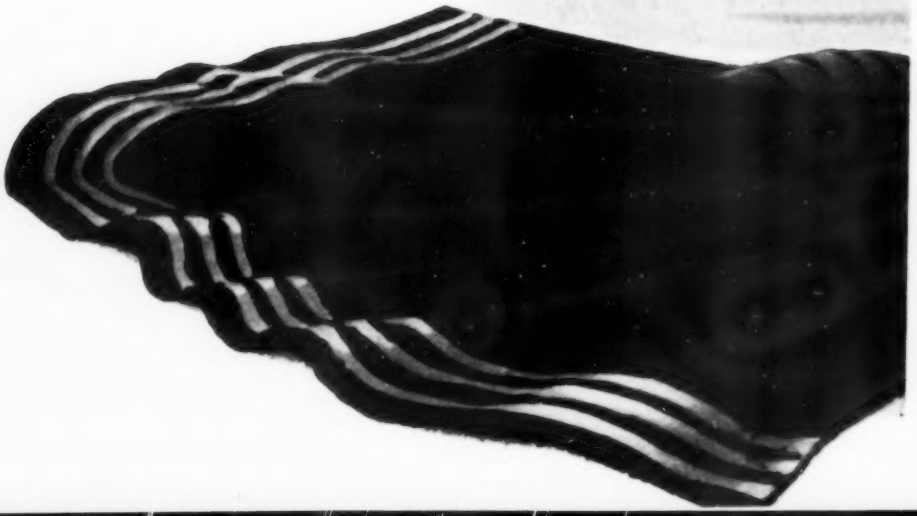
Loyal Salutations and Heartfelt Wishes

for a Long and Glorious Reign

from all employed at the LOCKHEED

Hydraulic Brake Company Ltd and

the Associated Companies



OUR SINCERE HOPE

May that sense of devotion which prompted Sir Walter Raleigh's historic act inspire all Her Majesty's subjects of every colour, creed, and race.

The Coronation Chair

'Hail to the crown by Freedom shaped – to gird
A British sovereign's brow! and to the throne
Whereon she sits! whose deep foundations lie
In veneration and the people's love.'

after Wordsworth

STANDARD TRIUMPH

A loyal tribute from the Standard Motor Company Limited, Coventry, on the occasion of the Coronation of Her Majesty Queen Elizabeth II. May she long reign over us in peace and prosperity.

BRITISH CARS

FOR THE WORLD

SPECIFICATIONS, DIMENSIONS AND ROAD TEST SUMMARIES OF MODELS AVAILABLE FROM GREAT BRITAIN

THE very wide range of models now produced by the British motor industry is set out statistically on the following pages, under the heading of the make of car concerned. From the details given it is possible to estimate size and performance of the models, the estimate of performance being assisted by the relevant abstractions from this journal's Road Test of the car in question, where this has been carried out. It is not, of course, possible to give prices in the world's markets, owing to fluctuations in exchange rates and so forth. The home market price, less British purchase tax, has therefore been included, from which rough and ready estimates can be made by readers overseas of the local price of such cars as are not commonly seen in their territory.

Not everything can be conveyed by figures, and there is, accordingly, no indication of the intangible qualities of a car that are generally described as the "feel" of it on the road, although they must strongly influence a buyer. Some indication of the aims of the manufacturer in making a particular model may be gained, however, by reading the history of the firm concerned in the historical section which appears on preceding pages.

Key to abbreviations: mm=millimetres, c.c.=cubic centimetres, cm=centimetres, cu in=cubic inches, o.h.v.=overhead valves, o.h.c.=overhead camshaft, a/h=ampere-hour, OD=overdrive

A.C.

A. C. Cars, Ltd., Thames Ditton, Surrey.

2-Litre: 6-cyl, 65×100 mm (2.56×3.94in), 1,991 c.c. (121.49 cu in); o.h.c.; compression ratio, 6.75 to 1; 76 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.2, 9.6 and 15.4 to 1); central control.

Suspension, ½-elliptic springs front and rear. Brakes, Girling hydraulic.

Wheelbase, 9ft 9in (297 cm); widest track, 4ft 8in (141.54 cm). Overall length, 15ft 4in (467 cm); width, 5ft 7in (170 cm); height, 5ft 1in (155 cm). Ground clearance, 7in (18 cm); turning circle, 39ft (1,189 cm). Weight (approx.), Saloon, 2-door, 2,926 lb (1,330 kg); Saloon, 4-door, 2,955 lb (1,343 kg); Tourer, 2,842 lb (1,292 kg).

Tank capacity, 11½ Imperial gallons (52 litres); D.H. coupé, 12 gallons (54.55 litres). Tyre size, 6.70—16in. Battery, 12 volt, 69 a/h.

Saloon, 2-door	£1,027 12s 2d
Saloon, 4-door	£1,107 19s 4d
Sports tourer	£1,154 0s 0d

ROAD TEST SUMMARY

Running weight, 2,912 lb (1,324 kg); 50 b.h.p. per ton laden. Maximum torque, 105 lb ft at 2,750 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 19-23 m.p.g. (14.9-12.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec; 30-50 m.p.h., 10.7 sec. Through gears, 0-30 m.p.h., 6.3 sec; 0-50 m.p.h., 14.4 sec; 0-60 m.p.h., 21 sec. Maximum speed, 84 m.p.h. (Road Test, September 19, 1952).

A.C. 2-litre saloon.

Allard

The Allard Motor Co., Ltd., 24-28, High Street, Clapham, London, S.W.4.

Palm Beach: 4-cyl, 79.3×76.2 mm (3.125×3in), 1,508 c.c. (92 cu in); or 6-cyl., 79.3×76.2 mm (3.125×3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m., and 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.44, 7.16 and 12.43 to 1); central control.

Suspension, independent front, coil springs front and rear. Brakes, Girling hydraulic.

Wheelbase, 8ft (243.8 cm); widest track, 4ft 3in (129.54 cm). Overall length, 13ft (396 cm); width, 4ft 10in (147.32 cm); height, 4ft 3in (129.54 cm). Ground clearance, 5in (13 cm); turning circle, 28ft (853 cm). Weight (approx.), 4-cyl., 1,800 lb (818 kg); 6-cyl., 1,900 lb (864 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 6.40—13in. Battery, 12-volt, 45 a/h.

Sports tourer, 4-cyl.	£800
Sports tourer, 6-cyl.	£865

P.2: 8-cyl, 78×95.25 mm (3.06×3.875in), 3,622 c.c. (221 cu in); side valves; compression ratio, 6.12 to 1; 85 b.h.p. at 3,500 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.8 to 1); right-hand control.

Suspension, independent front, coil springs front and rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 4in (284.4 cm); widest track, 4ft 10in (147.32 cm). Overall length, 16ft (488 cm); width, 5ft 11in (180.5 cm); height, 5ft (152.4 cm). Ground clearance, 8in (20.32 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 3,250 lb (1,477 kg).

Tank capacity, 18 Imperial gallons (81.8 litres). Tyre size, 6.25—16in. Battery 12-volt, 60 a/h.

Monte Carlo saloon	£1,650
Safari estate car	£1,250

K.3 8-cyl, 78×95.25 mm (3.06×3.875in), 3,622 c.c. (221 cu in); side valves; compression ratio, 7 to 1; 95 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.5, 6.2 and 10.08 to 1); right-hand change.

Suspension, independent front, coil springs front and rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 4in (254 cm); widest track, 4ft 10in (147.32 cm). Overall length, 14ft 9in (449.56 cm); width, 5ft 6in (167.64 cm); height, 4ft 6in (137 cm). Ground clearance, 8in (20.32 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 2,600 lb (1,182 kg).

Tank capacity, 18 Imperial gallons (81.8 litres). Tyre size, 6.25—16in. Battery, 12-volt, 60 a/h.

Three-seater	£1,100

J.2X: 8-cyl, 81×95.25 mm (3,188×3.875in), 3,917 c.c. (238 cu in); o.h.v.; compression ratio, 7 to 1; 140 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.27, 5.8 and 10.02 to 1); central control.

Suspension, independent front, coil springs; De Dion rear axle. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 4in (254 cm); widest track, 4ft 8in (142.24 cm). Overall length, 13ft (396 cm); width, 5ft 8in (173 cm); height, 3ft 8in (112 cm). Ground clearance, 6½in (16.5 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 2,300 lb (1,045 kg).

Tank capacity, 22 Imperial gallons (100 litres). Tyre size, 6.00—16in. Battery, 12-volt, 60 a/h.

Two-seater	£1,100
Le Mans two-seater	£1,200

J.R.: 8-cyl., 96.8 × 92 mm (3.813 × 3.625in), 5,424 c.c. (332 cu in); o.h.v.; compression ratio, to owner's requirements; 200-300 b.h.p., according to tune; 3 speeds, synchromesh; right-hand control.

Suspension, independent front, coil springs; De Dion rear axle. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft (243.8 cm); widest track, 4ft 3in (129.54 cm). Overall length, 12ft 6in (381 cm); width, 4ft 11in (149.86 cm); height to scuttle, 4ft 10½in (77.67 cm). Weight (approx.), 2,200 lb (1,000 kg).

Tank capacity, 50 Imperial gallons (227.3 litres). Tyre size, 6.00-16in. Export only.

Above : The Palm Beach Allard three-seater, powered by a Ford engine.
Below : The Cadillac-engined JR Allard.

BRITISH CARS FOR THE WORLD

Alvis

Alvis, Ltd., Holyhead Road, Coventry.

3-Litre: 6-cyl., 84 × 90 mm (3.31 × 3.54in), 2,993 c.c. (242.57 cu in); o.h.v.; compression ratio, 7 to 1; 93 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.09, 5.44, 7.89 and 12.15 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 3½in (283 cm); widest track, 4ft 6½in (138.75 cm). Overall length, 15ft 2½in (462.55 cm); width 5ft 6in) (167.64 cm); height, Saloon, 5ft 3in (160 cm); Drop-head coupé, 5ft 1½in (157 cm). Ground clearance, 7½in (19 cm); turning circle, 39½ft (1,204 cm). Weight (approx.), Saloon, 3,192 lb (1,451 kg); Drop-head coupé, 3,161 lb (1,437 kg).

Tank capacity, 14½ Imperial gallons (64.77 litres). Tyre size, 6.00—15in. Battery, 12-volt, 64 a/h.

Saloon	£1,250
Drop-head coupé	£1,325

ROAD TEST SUMMARY

Running weight, 3,538 lb (1,608 kg); 50.8 b.h.p. per ton laden. Maximum torque, 150 lb ft at 2,000 r.p.m.; 18.93 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 17-22 m.p.g. (16.6-12.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 8.2 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 14.1 sec; 0-60 m.p.h., 19.8 sec; 0-70 m.p.h., 28.0 sec. Maximum speed, 86 m.p.h. (Road Test, February 15, 1952.)

Armstrong Siddeley

Armstrong Siddeley Motors, Ltd., Parkside, Coventry.

2.3-Litre: 6-cyl., 70 × 100 mm (2.756 × 3.937in), 2,309 c.c. (140.91 cu in); o.h.v.; compression ratio, 6.5 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.10, 7.24, 10.89 and 17.61 to 1); steering column control; alternative electrically operated preselector (overall ratios, 5.10, 7.22, 10.66 and 18.36 to 1); control switch on extension from steering column.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 9ft 7in (292 cm); widest track, 4ft 6½in (138.4 cm). Overall length, Whitley, 15ft 5in (470 cm); Hurricane, 15ft 6in (472.4 cm), width, 5ft 8in (173 cm); height, Whitley, 5ft 3in (160 cm); Hurricane, 5ft 1in (155 cm). Ground clearance, 7½in (19 cm); turning circle, 37ft (1,128 cm). Weight (approx.), Whitley, 3,150 lb (1,429 kg); Hurricane, 3,115 lb (1,413 kg).

Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 5.50—17in. Battery, 12-volt, 51 a/h.

Whitley 4-light saloon	£1,000
Whitley 6-light saloon	£1,000
Hurricane drop-head coupé	£1,000

Sapphire: 6-cyl., 90 × 90 mm (3.54 × 3.54in), 3,435 c.c. (210.7 cu in); o.h.v.; compression ratio, 6.5 to 1; 4 speeds, electrically operated preselector (overall ratios, 4.091, 5.564, 8.153 and 13.909 to 1); control switch on extension from steering column; alternative synchromesh (overall ratios, 4.09, 5.087, 8.540 and 12.80 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 9ft 6in (290 cm); widest track, 4ft 9½in (146 cm). Overall length, 16ft 1in (490 cm); width, 6ft (183 cm); height, 5ft 3in (160 cm). Ground clearance, 8in (20.32 cm); turning circle, 42½ft (1,295 cm). Weight (approx.), 3,640 lb (1,655 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.70—16in. Battery, 12-volt, 64 a/h.

Saloon 4-light	£1,110
Saloon 6-light	£1,110

Aston Martin

Aston Martin, Ltd., Hanworth Park Works, Feltham, Middlesex.

D.B.2: 6-cyl, 78 × 90 mm (3.07 × 3.54in), 2,580 c.c. (157.5 cu in); twin overhead camshafts; compression ratio, 6.5 to 1 (optional, 8.16 to 1); 107 b.h.p. at 5,000 r.p.m. (optional engine, 125 b.h.p. at 5,000 r.p.m.); 4 speeds, synchromesh (overall ratios, 3.77, 5.01, 7.46 and 11 to 1); central control.

Suspension, independent front, coil springs front and rear. Brakes, Girling two-leading shoe.

Wheelbase, 8ft 3in (251.46 cm); widest track, 4ft 6in (137.16 cm). Overall length, 13ft 6½in (412.75 cm); width, 5ft 5in (165 cm); height, 4ft 5½in (136 cm). Ground clearance, 8½in (21.59 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,464 lb (1,120 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00—16in. Battery, 12-volt, 51 a/h.

Saloon	£1,750
Drop-head coupé	£1,850

ROAD TEST SUMMARY

Running weight, 2,662 lb (1,210 kg); 88.35 b.h.p. per ton. Maximum torque, 125 lb ft at 3,100 r.p.m.; 21 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 17-20 m.p.g. (16.6-14.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.9 sec; 30-50 m.p.h., 11.3 sec. Through gears, 0-30 m.p.h., 5.1 sec; 0-50 m.p.h., 9.9 sec; 0-60 m.p.h., 12.4 sec.; 0-70 m.p.h., 17.1 sec. Maximum speed, 110 m.p.h. (Road Test, November 17, 1950.)

Austin

The Austin Motor Co., Ltd., Longbridge, Birmingham.

A.30 Seven: 4-cyl, 58 × 76 mm (2.28 × 3in), 800 c.c. (48.8 cu in); o.h.v.; compression ratio, 7.2 to 1; 28 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.13, 8.61, 13.27 and 20.96 to 1); central control.

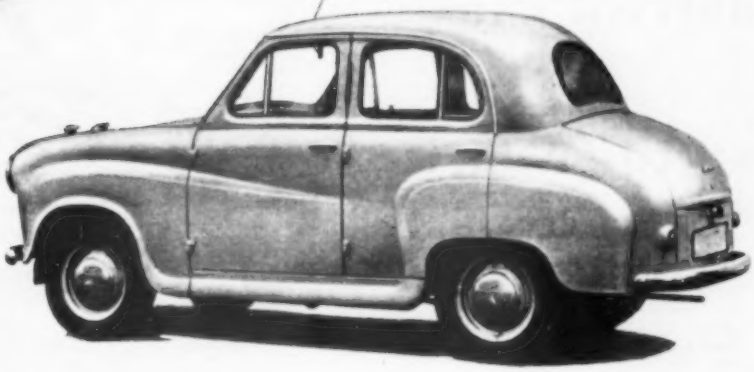
Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 6ft 7½in (201.95 cm); widest track, 3ft 9½in (114.94 cm). Overall length, 11ft 4½in (346 cm); width, 4ft 7½in (140 cm); height, 4ft 10½in (147.95 cm). Ground clearance, 6½in

Alvis 3-litre drop-head coupé.

Armstrong Siddeley Sapphire four-door saloon.

Below : Austin A.30 Seven.



(16.19 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 1,484 lb (673 kg).

Tank capacity, 5¾ Imperial gallons (26 litres). Tyre size, 5.20—13in. Battery, 12-volt, 32 a/h.

Saloon, 4-door	£355

A.40 Somerset: 4-cyl, 65.48×89 mm (2.578×3.5in), 1,200 c.c. (73.2 cu in); o.h.v.; compression ratio, 7.2 to 1; Saloon, Coupé and Countryman, 42 b.h.p. at 4,500 r.p.m.; Sports, 46 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, Saloon and Coupé, 5.28, 8.13, 12.88 and 20.54 to 1; Sports, 5.14, 7.85, 12.5 and 20.08 to 1; Countryman, 6.14, 9.43, 14.95 and 23.89 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 7ft 8½in (235 cm); widest track, Saloon, Sports and Coupé, 4ft 2in (127.27 cm); Countryman, 4ft 2½in (127.63 cm). Overall length, Saloon and Coupé, 13ft 3½in (405 cm); Sports, 13ft 3½in (404.36 cm); Countryman, 13ft 3½in (404.77 cm); width, Saloon and Coupé, 5ft 3in (160 cm); Sports, 5ft 1in (154.94 cm); Countryman, 5ft 2½in (159.4 cm); height, Saloon, 5ft 4in (162.5 cm); Coupé, 5ft 3½in (161.27 cm); Sports, 4ft 9in (143 cm); Countryman, 6ft 1½in (186.71 cm). Ground clearance, 6½in (17 cm); turning circle, Saloon and Coupé, 37ft (1,128 cm); Sports and Countryman, 38ft (1,158 cm). Weight (approx.), Saloon 2,142 lb (972 kg); Coupé, 2,184 lb (991 kg); Sports, 2,016 lb (914 kg); Countryman, 2,268 lb (1,029 kg).

Tank capacity, 8½ Imperial gallons (39 litres). Tyre size, 5.25—16in; Countryman, 5.00—17in. Battery, 12-volt, 38 a/h.

Saloon, fixed head	£467
Saloon, sliding head	£472
Coupé	£497
Sports convertible	£586
Countryman	£516

A.70 Hereford: 4-cyl, 79.4×111.1 (3.125×4.375in), 2,199 c.c. (134.1 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 3,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.85, 9.28 and 14.83 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 3in (251 cm); widest track, 4ft 8in (142 cm). Overall length, Saloon, 13ft 11½in (425 cm); Countryman, 14ft 5½in (441 cm); width, 5ft 9½in (177 cm); height, Saloon, 5ft 5½in (167 cm); Countryman, 5ft 7½in (171.45 cm). Ground clearance, 7½in (19 cm); turning circle, 40ft (1,219 cm). Weight (approx.), Saloon, 2,702 lb (1,228 kg); Countryman, 2,912 lb (1,320 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Saloon, fixed head	£627
Saloon, sliding head	£635
Countryman	£775

A.125 Sheerline: 6-cyl, 87.3×111.1 mm (3.427×4.38in), 3,995 c.c. (244 cu in); o.h.v.; compression ratio, 6.8 to 1; 4 speeds, synchromesh (overall ratios, Saloon, 4.09, 5.84, 9.43 and 18.83 to 1; Limousine, 4.45, 6.36, 10.27 and 15.06 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, Saloon, 9ft 11½in (302.88 cm); Limousine, 11ft (335 cm); widest track, Saloon, 5ft (152 cm); Limousine, 5ft 0½in (153.27 cm). Overall length, Saloon, 16ft (487 cm); Limousine, 17ft 0½in (518.39 cm); width, 6ft 1in (185 cm); height, Saloon, 5ft 7in (170 cm); Limousine, 5ft 7½in (171.27 cm). Ground clearance, 6½in (16.5cm); turning circle, Saloon, 43ft (1,310 cm); Limousine, 45½ft (1,386.84 cm). Weight (approx.), Saloon, 4,158 lb (1,893 kg); Limousine, 4,536 lb (2,058 kg).

Tank capacity, 16 Imperial gallons (72 litres). Tyre size, Saloon, 6.50—16in; Limousine, 7.00—16in. Battery, 12-volt, 70 a/h.

Saloon	£1,307
Limousine	£1,449

A.135 Princess: Specification as for A.125 Sheerline Saloon, except for:—Overall length, 16ft 0½in (488.27 cm); width, 6ft 0½in (184 cm); height, 5ft 6in (167.64 cm). Weight (approx.), 4,340 lb (1,968 kg).

Saloon	£1,617
Limousine	£1,667
Long wheelbase limousine	£1,750

ROAD TEST SUMMARY

A.30 Seven: Running weight, 1,526 lb (694 kg); 34.6 b.h.p. per ton laden. Maximum torque, 40 lb ft at 2,400 r.p.m.; 12.62 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 40-44 m.p.g. (7.1-6.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 8.5 sec; 30-50 m.p.h., 17.5 sec. Through gears, 0-30 m.p.h., 7.1 sec; 0-50 m.p.h., 23.2 sec. Maximum speed, 63 m.p.h. (Road Test, December 10, 1952).

A.40 Somerset: Running weight, 2,268 lb (1,030 kg); 35.1 b.h.p. per ton laden. Maximum torque, 62 lb ft at 2,200 r.p.m.; 14.26 m.p.h. per 1,000 r.p.m. Fuel consumption range, 23-33 m.p.g. (12.3-8.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.3 sec; 30-50 m.p.h., 16.5 sec. Through gears, 0-30 m.p.h., 6.9 sec; 0-50 m.p.h., 19.8 sec; 0-60 m.p.h., 36.6 sec. Maximum speed, 71 m.p.h. (Road Test, April 18, 1952).

A.70 Hereford: Running weight, 2,827 lb (1,285 kg); 53.1 b.h.p. per ton. Maximum torque, 116 lb ft at 1,700 r.p.m.; 18.6 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 21-24 m.p.g. (13.5-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.3 sec; 30-50 m.p.h., 12.1 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 14.9 sec; 0-60 m.p.h., 22.3 sec; 0-70 m.p.h., 36.7 sec. Maximum speed, 80 m.p.h. (Road Test, March 23, 1951).

A.125 Sheerline: Running weight, 4,347 lb (1,976 kg). Fuel consumption range, 15-17 m.p.g. (18.8-16.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 7.5 sec. Through gears, 0-30 m.p.h., 6.0 sec; 0-50 m.p.h., 13.8 sec; 0-60 m.p.h., 20.6 sec; 0-70 m.p.h., 29.1 sec. Maximum speed, 83 m.p.h. (Road Test, May 7, 1948).

A.135 Princess, Series II: Running weight, 4,368 lb (1,985 kg); 66.7 b.h.p. per ton. Maximum torque, 212 lb ft at 2,200 r.p.m.; 20.2 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 15-18 m.p.g. (18.8-15.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.1 sec; 30-50 m.p.h., 11.2 sec. Through gears, 0-30 m.p.h., 5.5 sec; 0-50 m.p.h., 13.1 sec; 0-60 m.p.h., 19.5 sec; 0-70 m.p.h., 28.6 sec. Maximum speed, 86 m.p.h. (Road Test, August 10, 1951).

Citroen Big Fifteen saloon.

BRITISH CARS FOR THE WORLD

Bristol 2-litre Type 401 saloon.

Bentley

Bentley Motors (1931), *Ltd.*, 14-15, *Conduit Street, London, W.1.*

Sports Saloon: 6-cyl, 92×114 mm (3.622×4.50in), 4,566 c.c. (279 cu in); o.h. inlet, side exhaust valves; compression ratio, 6.4 to 1; 4 speeds, synchromesh (overall ratios, 3.7, 5.0, 7.5 and 11.1 to 1); right-hand drive, right-hand control; left-hand drive, steering column control. Hydra-Matic transmission alternatively.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, servo-assisted hydro-mechanical.

Wheelbase, 10ft (304.8 cm); widest track, 4ft 10½in (149 cm). Overall length, 16ft 7½in (506.75 cm); width, 5ft 11in (180 cm); height, 5ft 5½in (166 cm). Turning circle, 41½ft (1,258 cm). Weight (approx.), 4,170 lb (1,895 kg).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size, 6.50—16in. Battery, 12-volt, 55 a/h.

Chassis	£2,270
Standard saloon	£3,100
Park Ward drop-head coupé	£4,280
H. J. Mulliner saloon	£4,190
H. J. Mulliner Continental saloon	£4,890
Jas. Young 2-door saloon	£4,280

ROAD TEST SUMMARY

Continental Sports Saloon: Running weight, 3,739 lb (1,700 kg); 27 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 16-21 m.p.g. (17.7-13.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.4 sec; 30-50 m.p.h., 5.1 sec. Through gears, 0-30 m.p.h., 4.4 sec; 0-50 m.p.h., 10.5 sec; 0-70 m.p.h., 16.3 sec; 0-100 m.p.h., 36.0 sec. Maximum speed, 116.9 m.p.h. (Road Test, September 12, 1952).

Bristol

The Bristol Aeroplane Co., Ltd., Car Division, Filton, Bristol.

Type 401: 6-cyl, 66×96 mm (2.598×3.779in), 1,971 c.c. (120.3 cu in); o.h.v.; compression ratio, 7.5 to 1; 85 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.04, 7.12 and 14.08 to 1); central control.

Suspension, independent front, transverse springs; torsion bar rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 6in (289.56 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 11½in (487 cm); width, 5ft 7in (170 cm); height, 5ft (152.4 cm). Ground clearance, 6½in (16.5 cm); turning circle, 37½ft (1,143 cm). Weight (approx.), 2,700 lb (1,225 kg).

Tank capacity, 17 Imperial gallons (77.24 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

Saloon	£2,000

ROAD TEST SUMMARY

Running weight, 2,786 lb (1,266 kg); 59.5 b.h.p. per ton laden. Maximum torque, 106.8 lb ft at 3,500 r.p.m.; 19.83 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range 20-24 m.p.g. (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.3 sec; 30-50 m.p.h., 6.9 sec. Through gears, 0-30 m.p.h., 5.0 sec; 0-50 m.p.h., 11.7 sec; 0-60 m.p.h., 17.4 sec; 0-70 m.p.h., 23.2 sec; 0-80 m.p.h., 35.7 sec. Maximum speed, 93.75 m.p.h. (Road Test, March 7, 1952.)

Citroen

Citroen Cars, Ltd., Trading Estate, Slough, Buckinghamshire.

Light Fifteen: 4-cyl, 78×100 mm (3.07×3.937in), 1,911 c.c (115.67 cu in); o.h.v.; compression ratio, 6.5 to 1; 55.7 b.h.p. at 4,250 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.3, 7.3 and 13.1 to 1); facia board control.

Suspension, independent front, torsion bar front and rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 6½in (291 cm); widest track, 4ft 6in (135 cm). Overall length, 14ft 7in (444 cm); width, 5ft 5½in (167 cm); height, 5ft (152.40 cm). Ground clearance, 7in (18 cm); turning circle, 43ft (1,310 cm). Weight (approx.), 2,380 lb (1,082 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 165—400 mm. Battery, 12-volt, 57 a/h.

Saloon	£685

Big Fifteen: Specification as for Light Fifteen, except for:—

Wheelbase, 10ft 1½in (309 cm); widest track, 4ft 10½in (148 cm). Overall length, 15ft 6½in (473.71 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm). Ground clearance, 7in (18 cm); turning circle, 45½ft (1,386 cm). Weight (approx.), 2,548 lb (1,158 kg). Tank capacity, 11 Imperial gallons (50 litres).

Saloon	£740

Six Cylinder: 6-cyl, 78×100 mm (3.07×3,937in), 2,866 c.c. (174.9 cu in); o.h.v.; compression ratio, 6.5 to 1; 76 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.87, 5.62 and 13.25 to 1); facia board control.

Suspension, independent front, torsion bar front and rear. Brakes, Lockheed hydraulic.

Wheelbase, 10ft 1½in (309 cm); widest track, 4ft 10½in (148 cm). Overall length, 15ft 11in (485.08 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm). Ground clearance, 7in (18 cm); turning circle, 45½ft (1,386 cm). Weight (approx.), 2,940 lb (1,336 kg).

Tank capacity, 15 Imperial gallons (68.18 litres). Tyre size, 185—400 mm. Battery, 12-volt, 57 a/h.

Saloon	£940

ROAD TEST SUMMARY

Light Fifteen: Running weight, 2,464 lb (1,120 kg); 43.3 b.h.p. per ton laden. Maximum torque, 90.4 lb ft at 2,200 r.p.m.; 17.4 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-25 m.p.g. (12.8-11.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.1 sec; 30-50 m.p.h., 8.3 sec. Through gears, 0-30 m.p.h., 5.7 sec; 0-50 m.p.h., 14.1 sec; 0-60 m.p.h., 22.1 sec. Maximum speed, 76 m.p.h. (Road Test, March 28, 1952.)

Bentley Continental sports saloon with coachwork by H. J. Mulliner.

Straight Eight.

Six Cylinder: Running weight, 3,082 lb (1,401 kg); 55.24 b.h.p. per ton. Maximum torque, 137.8 lb ft at 2,000 r.p.m.; 20 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 16-21 m.p.g. (17.7-13.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.0 sec; 30-50 m.p.h., 11.1 sec. Through gears, 0-30 m.p.h., 6.8 sec; 0-50 m.p.h., 14.4 sec; 0-60 m.p.h., 21.9 sec; 0-70 m.p.h., 32.8 sec. Maximum speed, 83 m.p.h. (Road Test, December 30, 1949.)

Big Fifteen: Running weight, 2,632 lb (1,196 kg); 40.9 b.h.p. per ton laden. Maximum torque, 90.4 lb ft at 2,200 r.p.m.; 17.4 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-26 m.p.g. (12.8-10.9 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.7 sec; 30-50 m.p.h., 9.8 sec. Through gears, 0-30 m.p.h., 7.3 sec; 0-50 m.p.h., 17.9 sec; 0-60 m.p.h., 29.1 sec. Maximum speed, 72 m.p.h. (Road Test, March 20, 1953.)

Daimler

The Daimler Co., Ltd., Coventry.

Conquest: 6-cyl, 76.2 × 88.9 mm (3 × 3.5in), 2,433 c.c. (149.26 cu in); o.h.v.; compression ratio, 6.6 to 1; 75 b.h.p. at 4,000 r.p.m.; 4 speeds, preselector (overall ratios, 4.56, 6.71, 10.05 and 17.47 to 1); steering column control.

Suspension, independent front, torsion bars; ½-elliptic rear. Brakes, Girling hydro-mechanical, two-leading shoe.

Wheelbase, 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 9½in (450 cm); width, 5ft 6in (168 cm); height, 5ft 5in (165 cm). Ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 3,164 lb (1,438 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70—15in. Battery, 12-volt, 51 a/h.

Saloon £1,066

Straight Eight: 8-cyl, 85.09 × 120.015 mm (3.35 × 4.725in), 5,460 c.c. (333.2 cu in); o.h.v.; compression ratio, 6.3 to 1; 150 b.h.p. at 3,600 r.p.m.; 4 speeds, preselector (overall ratios, 4.09, 6.24, 9.65 and 17.05 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 12ft 3in (373.42 cm); widest track, 5ft 3in (160 cm). Overall length, 18ft 6in (563.84 cm); width, 6ft 1½in (187 cm); height, 6ft (182.9 cm). Ground clearance, 7in (18 cm); turning circle, 50ft (1,524 cm). Weight (approx.), 5,900 lb (2,681 kg).

Tank capacity, 20 Imperial gallons (90.92 litres). Tyre size, 8.00—17in. Battery, 12-volt, 110 a/h.

Limousine £3,570

ROAD TEST SUMMARY

Conquest: Running weight, 3,100 lb (1,409 kg); 48 b.h.p. per ton laden. Maximum torque, 124 lb ft at 2,000 r.p.m.; 17.4 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 19-22 m.p.g. (14.9—12.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.3 sec; 30-50 m.p.h., 8.3 sec. Through gears, 0-30 m.p.h., 5 sec; 0-50 m.p.h., 13 sec; 0-70 m.p.h., 30 sec. Maximum speed, 80.5 m.p.h. (Road Test, May 8, 1953.)

Dellow

Dellow Motors, Ltd., Alvechurch, Birmingham.

Mark II and Mark III: 4-cyl, 63.5 × 92.5 mm (2.5 × 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 6.16 or 7.6 to 1; 31 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.89 to 1; alternative ratios, 4.7, 8.29 and 14.43 to 1); central control.

Suspension, front, transverse springs, coil rear. Brakes, Girling mechanical.

Wheelbase, Mark II, 6ft 10½in (209.57 cm); Mark III, 7ft 10½in (240 cm); widest track, 3ft 9in (114 cm). Overall length, Mark II, 11ft 5in (348 cm); Mark III, 11ft 11in (363.24 cm); width, Mark II, 4ft 7in (139.7 cm); Mark III, 4ft 9in (144.78 cm); height, 4ft 4½in (128.27 cm). Ground clearance, 9in (22.73 cm); turning circle, Mark II, 28½ft (868.64 cm); Mark III, 30½ft (929.64 cm). Weight (approx.), Mark II, 1,288 lb (585.4 kg); Mark III, 1,372 lb (623.6 kg).

Tank capacity, Mark II, 15 Imperial gallons (68 litres); Mark III, 9 gallons (40.91 litres). Tyre size, front, 4.50—17in; rear, 5.50—16in. Battery, 6-volt, 68 a/h.

Mark II 2-seater £448
Mark III tourer £498

Ford

Ford Motor Co., Ltd., Dagenham, Essex.

Anglia: 4-cyl, 56.6 × 92.5 mm (2.23 × 3.64in), 933 c.c. (56.93 cu in); side valves; compression ratio, 6.3 to 1; 23.4 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 10.76 and 18.72 to 1); central control.

Suspension, transverse ½-elliptic springs front and rear. Brakes, Girling mechanical.

Wheelbase, 7ft 6in (228.6 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 8½in (386.6 cm); width, 4ft 8½ in (143.5 cm); height, 5ft 4½in (163.2 cm). Ground clearance, 8½in (22.5 cm); turning circle, 34½ft (1,059 cm). Weight (approx.), 1,636 lb (742 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 4.50—17in. Battery, 6-volt, 85 a/h.

Saloon, 2-door £313 10s

Prefect: 4-cyl, 63.5 × 92.5 mm (2.5 × 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 6.16 to 1; 30.1 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.89 to 1); central control.

Suspension, transverse ½-elliptic springs front and rear. Brakes, Girling mechanical.

Wheelbase, 7ft 10in (238.8 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 11½in (394.3 cm); width, 4ft 8½in (142.9 cm); height, 5ft 3½in (161.3 cm). Ground clearance, 8½in (22 cm); turning circle, 35½ft (1,089 cm). Weight (approx.), 1,808 lb (820 kg).

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 5.00—16in. Battery, 6-volt, 85 a/h.

Saloon, 4-door £370 10s

Consul: 4-cyl, 79.37 × 76.2 mm (3.125 × 3in), 1,508 c.c. (92 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.556, 7.704 and 14.898 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 4in (254 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 6½in (413 cm); width, 5ft 4in (162.5 cm); height, 5ft 0½in (154.3 cm). Ground clearance, 6½in (16.8 cm); turning circle, 40½ft (1,234 cm). Weight (approx.), 2,262 lb (1,026 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 5.90—13in. Battery, 12-volt, 45 a/h.

Saloon, 4-door £470
Convertible, manual head £570
Convertible, power head £615

Zephyr: 6-cyl, 79.37 × 76.2 mm (3.125 × 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.444, 7.514 and 14.531 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 8in (264.2 cm); widest track, 4ft 2in (127 cm). Overall length, 14ft 3½in (436.2 cm); width, 5ft 4in (162.5 cm); height, 5ft 0½in (154.3 cm). Ground clearance, 7½in (18.1 cm); turning circle, 41½ft (1,264 cm). Weight (approx.), 2,447 lb (1,100 kg).

Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 6.40—13in. Battery, 12-volt, 45 a/h.

Saloon, 4-door £532
Convertible £677

ROAD TEST SUMMARY

Anglia Eight: Running weight, 1,687 lb (767 kg); 31.07 b.h.p. per ton. Maximum torque, 36.5 lb ft at 2,300 r.p.m.; 13.7 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 36-40 m.p.g. (7.9-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 9.7 sec; 30-50 m.p.h., 35.7 sec. Through gears, 0-30 m.p.h., 9.4 sec; 0-50 m.p.h., 48.1 sec. Maximum speed, 59 m.p.h. (Road Test, November 18, 1949.)

Anglia Ten (Anglia with Prefect engine): Running weight, 1,708 lb (776 kg); 39.58 b.h.p. per ton. Fuel consumption range, 30-40 m.p.g. (9.4-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.0 sec; 30-50 m.p.h., 18.5 sec. Through gears, 0-30 m.p.h., 8.8 sec; 0-50 m.p.h., 28.3 sec. Maximum speed, 63 m.p.h. (Road Test, January 21, 1949.)

Dellow 1,172 c.c. occasional four-seater.

Ford Consul saloon.

Frazer-Nash 2-litre Mille Miglia.

Consul: Running weight, 2,415 lb (1,098 kg); 43.6 b.h.p. per ton. Maximum torque, 74 lb ft at 2,400 r.p.m.; 14.92 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 24-28 m.p.g. (11.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.6 sec; 30-50 m.p.h., 15.1 sec. Through gears, 0-30 m.p.h., 7.7 sec; 0-50 m.p.h., 19.7 sec; 0-60 m.p.h., 31.1 sec. Maximum speed, 75 m.p.h. (Road Test, April 13, 1951.)

Zephyr Six: Running weight, 2,697 lb (1,226 kg); 52.4 b.h.p. per ton. Maximum torque, 112 lb ft at 2,000 r.p.m.; 16.38 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 23-25 m.p.g. (12.3-11.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.5 sec; 30-50 m.p.h., 10.2 sec. Through gears, 0-30 m.p.h., 5.5 sec; 0-50 m.p.h., 14.1 sec; 0-60 m.p.h., 21.1 sec; 0-70 m.p.h., 32.1 sec. Maximum speed, 81 m.p.h. (Road Test, November 23, 1951.)

Frazer-Nash

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Le Mans Mark II: 6-cyl, 66 × 96mm (2.598 × 3.779in), 1,971c.c. (120.28 cu in); o.h.v.; compression ratio, 8.5, 9.0 or 10.0 to 1; 132 b.h.p. at 5,750 r.p.m., 140 b.h.p. at 5,750 r.p.m., or 150 b.h.p. at 5,750 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.6, 4.7, 6.6 and 10.7 to 1; alternative ratios available); central control.

Suspension, independent front, transverse springs; torsion bar rear. Brakes, Girling or Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft (243.84 cm); widest track, 4ft 2in (127 cm). Overall length, 12ft 3in (373.42 cm); width, 4ft 8in (142.24 cm); height to scuttle, 3ft (91.44 cm). Ground clearance, 6½in (16.5 cm); turning circle, 32ft (975 cm). Weight (approx.) 1,400 lb (636 kg).

Tank capacity 16 Imperial gallons (with auxiliary tank 23 gallons) (72.73 litres, or 104.56 litres). Tyre size, 5.50—16in. Battery, 12-volt, 72 a/h.

Targa Florio Gran Sport and Turismo and Mille Miglia: Specification as for Le Mans, except for: Turismo, 100 b.h.p. at 5,000 r.p.m.; compression ratio, 7.5 to 1; overall ratios, 3.6, 4.7, 7.8 and 15.5 to 1.

Overall length, 12ft 6in (381 cm); width, 4ft 10in (147.32 cm); height, to top of windscreen, 4ft 3in (129.54 cm). Weight (approx.), Gran Sport, 1,680 lb (764 kg); Turismo 1,792 lb (815 kg); Mille Miglia, 1,820 lb (827 kg).

Le Mans, Mark II Competition ...	£2,000
Targa Florio Gran Sport	£2,250
Targa Florio Turismo	£1,950
Mille Miglia Turismo	£2,100

ROAD TEST SUMMARY

Targa Florio Turismo: Running weight, 1,939 lb (881 kg); 95.4 b.h.p. per ton laden. Maximum torque, 118 lb ft at 3,750 r.p.m.; 20.6 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 19-24 m.p.g. (14.8-11.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.0 sec; 30-50 m.p.h., 3.9 sec. Through gears, 0-30 m.p.h., 4.6 sec; 0-60 m.p.h., 10.4 sec; 0-80 m.p.h., 17.4 sec; 0-100 m.p.h., 30.1 sec. Maximum speed, 116 m.p.h. (Road Test, January 2, 1953.)

Healey

The Donald Healey Motor Co., Ltd., The Cape, Warwick.

2.4-Litre: 4-cyl, 80.5 × 120 mm (3.69 × 4.725in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.85 to 1; 106 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 6.35, 8.1 and 14.55 to 1); central control.

Suspension, independent front, coil springs front and rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 6in (441.94 cm); width, 5ft 5in (165 cm); height, 4ft 6in (137.16 cm). Ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,800 lb (1,263 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.75—15in, or 5.90—15in. Battery, 12-volt, 63 a/h.

Tickford sports saloon	£1,218
Abbot drop-head coupé	£1,268

3-Litre: 6-cyl, 84 × 90 mm (3.31 × 3.54in), 2,993 c.c. (242.6 cu in); o.h.v.; compression ratio, 7 to 1; 106 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 5.1, 7.28 and 11.19 to 1); central control.

Suspension, independent front, coil springs front and rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 2in (431.78 cm); width, 5ft 5in (165 cm); height, 4ft 2in (127 cm). Ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,576 lb (1,171 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.90—15in. Battery, 12-volt, 63 a/h.

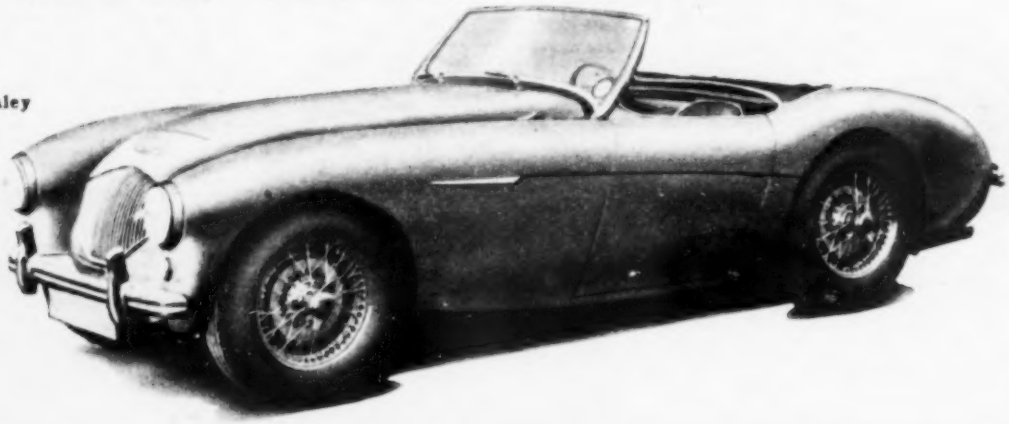
Sports convertible	£1,400

Nash-Healey: 6-cyl, 88.983 × 111.12 mm (3.5 × 4.375in), 4,138 c.c. (252.6 cu in); o.h.v.; compression ratio, 8.25 to 1; Sports, 8 to 1; 135 b.h.p. at 4,000 r.p.m.; 3 speeds and overdrive, synchromesh (overall ratios, OD, 4.1, 6.36 and 10.54 to 1); Sports, overdrive on second and top (overall ratios, OD (2.48), 3.54, OD (3.77), 5.39 and 9.1 to 1); central control.

Suspension, independent front, coil springs front and rear. Brakes, hydraulic.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 6in (137 cm). Overall length 13ft 11in (424 cm); Sports, 15ft (457 cm); width, 5ft 3in (160 cm); Sports, 5ft 5in (165 cm); height, 4ft 4in (132 cm). Ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,800 lb (1,263 kg).

Tank capacity, 16 Imperial gallons (72.73 litres); Sports, 45 Imperial gallons (205 litres). Tyre size, 6.40—15in; Sports, 6.00—16in. Battery, 6-volt, 105 a/h; Sports, 12-volt. Export only.



Austin-Healey 100.

Austin-Healey Hundred: 4-cyl, 87.3 × 111.1 mm (3.4375 × 4.375in), 2,660 c.c. (162.2 cu in); o.h.v.; compression ratio, 7.5 to 1; 90 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.125, 5.85 and 9.28 to 1); optional overdrive (overall ratios, OD, 3.12, 4.45 and 7.05 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 7ft 6in (228.64 cm); widest track, 4ft 1½in (126 cm). Overall length, 12ft 2in (371 cm); width, 5ft (152.4 cm); height, hood raised, 4ft 1in (124.46 cm). Ground clearance, 7in (18 cm); turning circle, 30ft (914 cm). Weight (approx.), 1,900 lb (862 kg).

Tank capacity, 10½ Imperial gallons (47.73 litres). Tyre size, 5.90—15in. Battery, 12-volt, 63 a/h.

Sports two-seater £850

ROAD TEST SUMMARY

Tickford Saloon: Running weight, 2,961 lb (1,346 kg); 60.3 b.h.p. per ton laden. Maximum torque, 136 lb ft at 3,000 r.p.m.; 20.6 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-26 m.p.g. (12.8-10.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.1 sec; 30-50 m.p.h., 7.4 sec. Through gears, 0-30 m.p.h., 5.0 sec; 0-50 m.p.h., 10.5 sec; 0-60 m.p.h., 14.6 sec; 0-70 m.p.h., 19.6 sec. Maximum speed, 104.6 m.p.h. (Road Test, March 14, 1952.)

3-Litre Sports: Running weight, 2,783 lb (1,265 kg); 74.5 b.h.p. per ton laden. Maximum torque, 140 lb ft at 2,000 r.p.m.; 20.6 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 20-24 m.p.g. (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.6 sec; 30-50 m.p.h., 5.2 sec. Through gears, 0-30 m.p.h., 4.4 sec; 0-50 m.p.h., 9.7 sec; 0-60 m.p.h., 13.5 sec; 0-70 m.p.h., 18.8 sec; 0-80 m.p.h., 26.6 sec. Maximum speed, 100 m.p.h. (Road Test, May 2, 1952)

Hillman

Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, Coventry.

Minx: 4-cyl, 65 × 95 mm (2.56 × 3.74in), 1,265 c.c. (77.2 cu in); side valves; compression ratio, 6.63 to 1; 37.5 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.22, 7.78, 12.89 and 16.64 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 7ft 9in (236.2 cm); widest track, Saloon and Coupé, 4ft 0½in (123.5 cm); Estate car, 4ft 2½in (128.3 cm). Overall length, Saloon and Coupé, 13ft 1½in (400 cm); Estate car, 13ft 8in (416.6 cm); width, 5ft 2in (157.5 cm); height, Saloon, 5ft (152.4 cm); Coupé, 4ft 10½in (148.59 cm); Estate car, 5ft 5½in (163 cm). Ground clearance, 7in (18 cm); turning circle 33ft (1,000 cm). Weight (approx.), Saloon, 2,039 lb (925 kg); Coupé 2,074 lb (940 kg); Estate car, 2,207 lb (1,003 kg).

Tank capacity, 7½ Imperial gallons (33 litres). Tyre size, Saloon and Coupé, 5.00—16in; Estate car, 5.50—15in. Battery, 12-volt, 38 a/h.

Saloon	£470
Convertible coupé	£510
Californian coupé	£510
Estate car	£540

ROAD TEST SUMMARY

Saloon: Running weight, 2,121 lb (964 kg); 39.6 b.h.p. per ton. Maximum torque, 58.33 lb ft at 2,200 r.p.m.; 14.2 m.p.h. per 1,000 r.p.m. (top gear) Fuel consumption range, 30-37 m.p.g. (9.4-7.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.7 sec; 30-50 m.p.h., 16.8 sec. Through gears, 0-30 m.p.h., 8.9 sec; 0-50 m.p.h., 23.9 sec; 0-60 m.p.h., 40.2 sec. Maximum speed, 67 m.p.h. (Road Test, December 2, 1949).

Coupé: Running weight, 2,144 lb (975 kg); 39 b.h.p. per ton. Maximum torque, 58.3 lb ft at 2,200 r.p.m.; 14.3 m.p.h. per 1,000 r.p.m. (top gear) Fuel consumption range, 26-35 m.p.g. (10.9-8.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.0 sec; 30-50 m.p.h., 15.8 sec. Through gears, 0-30 m.p.h., 7.3 sec; 0-50 m.p.h., 20.3 sec; 0-60 m.p.h., 32.3 sec. Maximum speed, 70 m.p.h. (Road Test, December 21, 1951).

Estate Car: Running weight, 2,244 lb (1,020 kg); 37.4 b.h.p. per ton. Maximum torque, 58.3 lb ft at 2,200 r.p.m.; 14.3 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 29-37 m.p.g. (9.7-7.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.0 sec; 30-50 m.p.h., 17.6 sec. Through gears, 0-30 m.p.h. 8.1 sec; 0-50 m.p.h., 22.7 sec. Maximum speed, 69 m.p.h. (Road Test, September 21, 1951).

Hillman Minx saloon.

H.R.G.

H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-pass, Tolworth, Surrey.

1100: 4-cyl, 60 × 95 mm (2.362 × 3.740in), 1,074 c.c. (65.54 cu in); o.h.c.; compression ratio, 7.75 to 1; 44 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.67, 10.32 and 16.34 to 1); central control.

Suspension, ½-elliptic springs front; ½-elliptic rear. Brakes, H.R.G. mechanical, or Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 3½in (253 cm); widest track, 4ft (121.9 cm). Overall length, 11ft 10½in (361.97 cm); width, 4ft 7in (139.68 cm); height, 4ft 1½in (128 cm). Ground clearance, 7in (18 cm); turning circle, 32ft (975 cm). Weight (approx.), 1,512 lb (685.8 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 50 a/h.

Sports two-seater £820

1500: 4-cyl., 68 × 103 mm (2.677 × 4.05in), 1,496 c.c. (91.3 cu in); o.h.c.; compression ratio, 7 to 1; 65 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.0, 5.86, 9.06 and 14.37 to 1); central control.

Suspension, ½-elliptic springs front, ½-elliptic rear. Brakes H.R.G. mechanical or Girling hydraulic, two-leading shoe.

Wheelbase, 8ft 7½in (262.8 cm); widest track, 4ft (121.9 cm). Overall length, 12ft (368 cm); width, 4ft 7in (139.68 cm); height, 4ft 1½in (128 cm). Ground clearance, 7in (18 cm); turning circle, 32ft (975 cm). Weight (approx.), 1,624 lb (737 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 50 a/h.

Sports two-seater £895

Humber

Humber, Ltd., Ryton-on-Dunsmore, Coventry.

Hawk: 4-cyl, 81 × 110 mm (3.1875 × 4.33in), 2,267 c.c. (138.2 cu in); side valves; compression ratio, 6.32 to 1; 58 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.78, 11.24 and 14.5 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 9½in (268 cm); widest track, 4ft 9in (144.8 cm). Overall length, 15ft 0½in (458.47 cm); width, 5ft 10in (177.8 cm); height, 5ft 4½in (164.46 cm). Ground clearance, 7.18in (18.3 cm); turning circle, 37ft (1,100 cm). Weight (approx.) 2,821 lb (1,282 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 6.40—15in. Battery, 12-volt, 51 a/h.

Saloon	£725
Touring limousine	£810

Super Snipe: 6-cyl, 89 × 111 mm (3.5 × 4.37in), 4,139 c.c. (257.6 cu in); o.h.v.; compression ratio, 6.48 to 1; 113 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.7, 5.26, 7.74 and 11.55 to 1; optional ratios, 3.9, 5.54, 8.16 and 12.18 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 7½in (294 cm); widest track, 4ft 10in (147.3 cm). Overall length, 16ft 5in (500 cm); width, 6ft 1½in (186.71 cm); height, 5ft 6in (167.64 cm). Ground clearance, 7½in (19 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 3,873 lb (1,760 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.00—15in. Battery, 12-volt, 64 a/h.

Saloon	£1,045
Touring limousine	£1,130

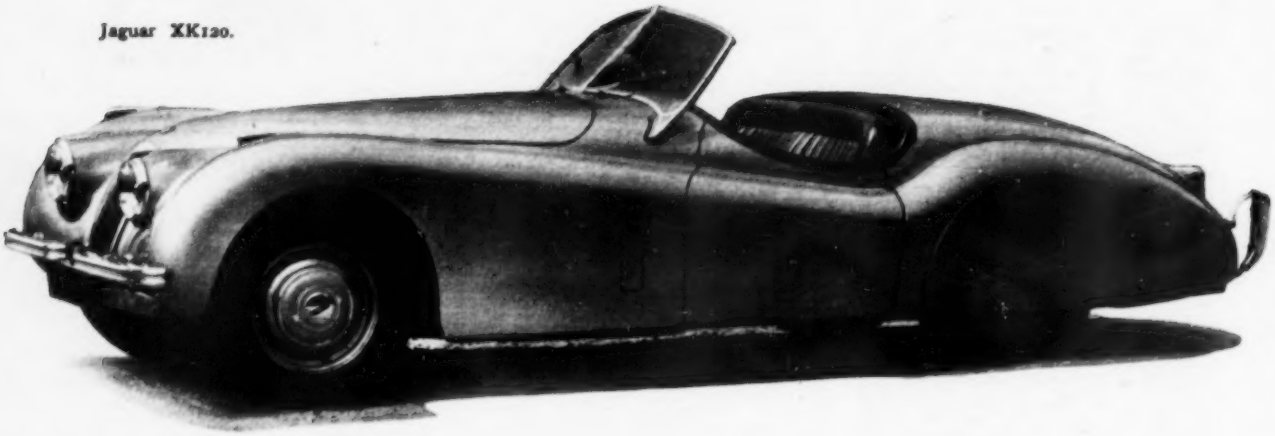
Pullman and Imperial: 6-cyl, 85 × 120 mm 3.35 × 4.72in), 4,086 c.c. (249.23 cu in), side valves; compression ratio, 6.25 to 1; 100 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.09, 5.89, 9.56 and 15.95 to 1); steering column control.

Suspension, independent front, transverse springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 10ft 11in (332.7 cm); widest track, 5ft 2½in (158 cm). Overall length, 17ft 7½in (538.2 cm); width, 6ft 2½in (189.8 cm); height, 5ft 9in (175.3 cm). Ground clearance, 7½in

Humber Super Snipe.

Jaguar XK120.



BRITISH CARS FOR THE WORLD

(19 cm); turning circle, 48ft (1,478 cm). Weight (approx.), 4,445 lb (2,020 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.00—16in. Battery, 12-volt, 64 a/h.

Pullman limousine £1,395
Imperial saloon £1,395

ROAD TEST SUMMARY

Hawk: Running weight, 2,996 lb (1,362 kg); 43.36 b.h.p. per ton. Maximum torque, 110 lb ft at 1,800 r.p.m.; 17 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 21-23 m.p.g. (13.5-12.3 litres per 100 km).

Best acceleration, 10.30 m.p.h., 5.7 sec; 30-50 m.p.h., 12.0 sec Through gears, 0-30 m.p.h., 7.1 sec; 0-50 m.p.h., 19.3 sec; 0-60 m.p.h., 30.4 sec. Maximum speed, 69-70 m.p.h. (Road Test, December 29, 1950.)

Imperial: Running weight, 4,606 lb (2.094 kg); 48.63 b.h.p. per ton. Maximum torque, 197.5 lb ft at 1,200 r.p.m.; 20.9 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 13-15 m.p.g. (21.7-18.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.7 sec; 30-50 m.p.h., 13.0 sec. Through gears, 0.30 m.p.h., 7.7 sec; 0-50 m.p.h., 18.1 sec; 0.60 m.p.h., 26.5 sec. Maximum speed, 79 m.p.h. (Road Test, October 21, 1949.)

Pullman: Running weight, 4,816 lb (2,189 kg); 43.2 b.h.p. per ton laden. Maximum torque, 197.5 lb ft at 1,200 r.p.m.; 20.9 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 14-17 m.p.g. (20.2-16.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.8 sec; 30-50 m.p.h., 10.2 sec. Through gears, 0-30 m.p.h., 6.5 sec; 0-50 m.p.h., 17.0 sec; 0-60 m.p.h., 26.2 sec; 0-70 m.p.h., 40.2 sec. Maximum speed, 82 m.p.h. (Road Test, July 4, 1952.)

Jaguar

Jaguar Cars, Ltd., Coventry.

Mark VII: 6-cyl, 83 × 106 mm (3.267 × 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.27, 5.84, 8.46 and 14.41 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic, with vacuum servo.

Wheelbase, 10ft (304.8 cm); widest track 4ft 9½in (146 cm). Overall length, 16ft 4½in (499 cm); width, 6ft 1in (185.5 cm); height, 5ft 3in (160 cm). Ground clearance, 7½in (19 cm); turning circle, 36ft (1,097 cm). Weight (approx.), 3,700 lb (1,677 kg).

Tank capacity, 17 Imperial gallons (77.5 litres). Tyre size, 6.70—16in. Battery, 12-volt, 64 a/h.

Saloon £1,140

XK120: 6-cyl, 83 × 106 mm (3.267 × 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 5.15, 7.47 and 12.72 to 1; optional, 3.31, 4.52, 6.56 and 11.17 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 3in (129.5 cm). Overall length, 14ft 5½in (440.67 cm); width, 5ft 2in (157.5 cm); height, 4ft 4½in (133.35 cm); Fixed-head coupé, 4ft 6in (137 cm). Ground clearance, 7½in (18.1 cm); turning circle, 31ft (945 cm). Weight (approx.), 2,750 lb (1,250 kg); Coupé, 2,860 lb (1,297 kg).

Tank capacity, 15 Imperial gallons (68 litres); optional, 24 gallons (109 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Super sports 2-seater £1,130
Fixed-head coupé £1,140
Convertible ..... Export only.

XK120C: 6-cyl, 83 × 106 mm (3.267 × 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 8 to 1; 200 b.h.p. at 5,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.31, 4.52, 6.56 and 11.17 to 1; six alternative ratios); central control.

Suspension, independent front, torsion bar; transverse torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft (243.8 cm); widest track, 4ft 3½in (130.45 cm). Overall length, 13ft 1in (398.74 cm); width, 5ft 4½in (163.83 cm); height, 3ft 7½in (110.49 cm). Ground clearance, 5in (12.7 cm); turning circle, 31ft (945 cm). Weight (approx.), 2,150 lb (977 kg).

Tank capacity, 40 Imperial gallons (181.84 litres). Tyre size, 6.50—16in. Battery, 12-volt, 40 a/h.

Two-seater £1,495

ROAD TEST SUMMARY

XK120 Super Sports: Running weight, 2,919 lb (1,327 kg); 122.78 b.h.p. per ton. Maximum torque, 195 lb ft at 2,500 r.p.m.; 22 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 13-17 m.p.g. (21.7-16.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 2.9 sec; 30-50 m.p.h. 7.8 sec. Through gears, 0-30 m.p.h., 4.0 sec; 0-50 m.p.h., 8.3 sec; 0-60 m.p.h., 12.0 sec; 0-70 m.p.h., 15.5 sec. Maximum speed (within distance available), 115 m.p.h. (Road Test, April 14, 1950.)

Mark VII Saloon: Running weight, 3,896 lb (1,771 kg); 83.2 b.h.p. per ton laden. Maximum torque, 195 lb ft at 2,500 r.p.m.; 19.35 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 17-21 m.p.g. (16.6-13.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.4 sec; 30-50 m.p.h., 5.2 sec. Through gears, 0-30 m.p.h., 4.2 sec; 0-50 m.p.h., 9.3 sec; 0-70 m.p.h., 17.7 sec; 0-90 m.p.h., 32.7 sec. Maximum speed, 103 m.p.h. (Road Test, April 25, 1952.)

XK120 Coupé: Special equipment model. Running weight 3,037 lb (1,380 kg); 118 b.h.p. per ton laden. Maximum torque, 203 lb ft at 4,000 r.p.m.; 21.3 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 14-18 m.p.g. (20.1-15.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 2.9 sec; 30-50 m.p.h., 4.2 sec. Through gears, 0-30 m.p.h., 3.3 sec; 0-60 m.p.h., 9.9 sec; 0-80 m.p.h., 17.1 sec; 0-100 m.p.h., 28.2 sec. Maximum speed, 121 m.p.h. (Road Test, October 17, 1952.)

Jowett Jupiter Mark IA.

Jensen Interceptor drop-head coupé.

Jensen

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffs.

Interceptor: 6-cyl, 87×111 mm (3.42×4.37in), 3,993 c.c. (243 cu in); o.h.v.; compression ratio, 6.8 to 1; 130 b.h.p. at 4,000 r.p.m.; 4 speeds and overdrive, synchromesh (overall ratios, OD, (2.85), 3.77, 5.40, 8.78 and 12.75 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 9ft 4½in (284 cm); widest track, 4ft 9½in (145.73 cm). Overall length, 15ft 8in (477 cm); width, 5ft 6in (167 cm); height, 4ft 10in (147 cm). Ground clearance, 7in (18 cm); turning circle, 38ft (1,173 cm). Weight (approx.) 3,024 lb (1,375 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Saloon, 2-door	£1,700
Cabriolet, 2-door	£1,700

ROAD TEST SUMMARY

Running weight, 3,304 lb (1,502 kg); 88.1 b.h.p. per ton. Maximum torque, 212 lb ft at 2,200 r.p.m.; 24 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 20-24 m.p.g. (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 3.8 sec; 30-50 m.p.h., 8.7 sec. Through gears, 0-30 m.p.h., 4.5 sec; 0-50 m.p.h., 10.6 sec.; 0-60 m.p.h., 13.7 sec.; 0-70 m.p.h., 20.9 sec. Maximum speed, 102 m.p.h. (Road Test, September 7, 1951).

Jowett

Jowett Cars, Ltd., 48, Albemarle Street, London, W.1.

Javelin: 4-cyl, 72.5×90 mm (2.85×3.54in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.2 to 1; 52.5 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.876, 6.7, 10.6 and 17.4 to 1); steering column control.

Suspension, independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 6in (259.04 cm); widest track, 4ft 4in (132.1 cm). Overall length, 14ft (426.7 cm); width, 5ft 1in (155 cm); height, 5ft 0½in (153.67 cm). Ground clearance, 7½in (19 cm); turning circle, 32ft (975 cm). Weight (approx.), 2,168 lb (983 kg).

Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25—16in. Battery, 12-volt, 50 a/h.

Saloon	£625
Saloon de luxe	£675

Jupiter: 4-cyl, 72.5×90 mm (2.85×3.54in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.6 to 1, optional 8 to 1; 62.5 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.3, 9.9 and 16.3 to 1); steering column control.

Suspension, independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase, 7ft 9in (251.5 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft (427 cm); width, 5ft 2in (157.48 cm); height, 4ft 8in (142.24 cm). Ground clearance, 8in (20.30 cm); turning circle, 31ft (945 cm). Weight (approx.), 1,895 lb (860 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 54 a/h.

Mark IA convertible	£795

ROAD TEST SUMMARY

Javelin *de luxe*: Running weight, 2,286 lb (1,036 kg); 51.6 b.h.p. per ton. Maximum torque, 75 lb ft at 2,600 r.p.m.; 15.5 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 25-29 m.p.g. (11.3-9.7 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.3 sec; 30-50 m.p.h., 12.7 sec. Through gears, 0-30 m.p.h., 5.4 sec; 0-50 m.p.h., 14.8 sec; 0-60 m.p.h., 22.4 sec; 0-70 m.p.h., 39.4 sec. Maximum speed, 80 m.p.h. (Road Test, June 29, 1951).

Jupiter Mark IA: Running weight, 2,121 lb (964 kg); 55.2 b.h.p. per ton laden. Maximum torque, 84 lb ft at 3,000 r.p.m.; 17 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 21-26 m.p.g. (13.5-10.9 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.9 sec; 30-50 m.p.h., 7.6 sec. Through gears, 0-30 m.p.h., 4.9 sec; 0-50 m.p.h., 11.7 sec; 0-60 m.p.h., 16.8 sec; 0-70 m.p.h., 24.5 sec. Maximum speed, 85 m.p.h. (Road Test, January 9, 1953.)

Lagonda

Lagonda, Ltd., Hanworth Park Works, Feltham, Middlesex.

Mark II: 6-cyl, 78×90 mm (3.07×3.54in), 2,580 c.c. (157.5 cu in); twin overhead camshafts; compression ratio, 6.5 to 1; 105 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.06, 9.02 and 13.3 to 1); steering column control.

Suspension, independent front and rear; coil springs front; torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 5½in (288.3in); widest track, 4ft 8½in (144.15 cm). Overall length, 15ft 8in (477.5 cm); width, 5ft 8in (172.7 cm); height, 5ft 4in (163 cm). Ground clearance, 7in (18 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 3,248 lb (1,473 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

Saloon	£1,925
Drop-head coupé	£1,900

ROAD TEST SUMMARY

Saloon: Running weight, 3,346 lb (1,521 kg); 70.29 b.h.p. per ton. Maximum torque, 125 lb ft at 3,000 r.p.m.; 17.5 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 18-20 m.p.g. (15.7-14.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.2 sec; 30-50 m.p.h., 11.6 sec. Through gears, 0-30 m.p.h., 5.6 sec; 0-50 m.p.h., 12.3 sec; 0-60 m.p.h., 18.2 sec. Maximum speed, 91 m.p.h. (Road Test, November 11, 1949).

Coupé: Running weight, 3,409 lb (1,550 kg); 67.34 b.h.p. per ton. Maximum torque, 133 lb ft at 3,000 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 18-20 m.p.g. (15.7-14.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.3 sec; 30-50 m.p.h., 12.8 sec. Through gears, 0-30 m.p.h., 5.8 sec; 0-50 m.p.h., 12.7 sec; 0-60 m.p.h., 18.8 sec; 0-70 m.p.h., 26.6 sec. Maximum speed, 84 m.p.h. (Road Test, March 2, 1951).

Lagonda 2-litre saloon.

Lanchester Fourteen saloon.

BRITISH CARS FOR THE WORLD

Lanchester

The Lanchester Motor Co., Ltd., Radford Works, Coventry.

Fourteen: 4-cyl, 76.2 × 107.9 mm (3.00 × 4.25in), 1,968 c.c. (120 cu in); o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 4,200 r.p.m.; 4 speeds, preselector (overall ratios, 4.55, 6.71, 10.55 and 17.45 to 1); steering column control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 8in (447 cm); width, 5ft 6in (168 cm); height, 5ft 3½in (161 cm). Ground clearance, 7in (18 cm); turning circle, 33½ft (1,021 cm). Weight (approx.), 3,100 lb (1,409 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70—15in. Battery, 12-volt, 69 a/h.

Saloon £832

Lea-Francis

Lea-Francis Cars, Ltd., Coventry.

Fourteen: 4-cyl, 75 × 100 mm (2.95 × 3.93in), 1,767 c.c. (108 cu in); o.h.v.; compression ratio, 7.25 to 1; 65 b.h.p. at 4,700 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.88, 6.9, 10.42 and 16.845 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 9ft 3in (289.8 cm); widest track, 4ft 4½in (132.09 cm). Overall length, 15ft 1in (457.2 cm); width, 5ft 4in (162 cm); height, Saloon, 5ft 0½in (153.67 cm); Estate car, 5ft 3½in (161.29 cm). Ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx.), Saloon, 2,910 lb (1,320 kg); Estate car, 3,020 lb (1,369 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Saloon, 4-light £890

Estate car £1,070

Eighteen: 4-cyl., 85 × 110 mm (3.35 × 4.33in), 2,496 c.c. (153.5 cu in); o.h.v.; compression ratio, 6 to 1; 95 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.67, 8.54 and 13.46 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 9ft 3in (289.8 cm); widest track, 4ft 4½in (132.09 cm). Overall length, 15ft 1in (457.2 cm); width, 5ft 4in (162 cm); height, 5ft 0½in (153.67 cm). Ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 3,020 lb (1,369 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a.h.

Saloon, 6-light £1,380

2½-Litre Sports: 4-cyl, 85 × 110 mm (3.35 × 4.33in), 2,496 c.c. (153.5 cu in); o.h.v.; compression ratio, 7 to 1; 100 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.64, 5.09, 7.68 and 12.57 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft 3in (251.46 cm); widest track, 4ft 4½in (132.09 cm). Overall length, 14ft (429.2 cm); width, 5ft 3in (160 cm); height, 4ft 6in (137.16 cm). Ground clearance, 7in (18 cm); turning circle, 32ft (975 cm). Weight (approx.), 2,570 lb (1,165 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Sports two-seater £1,240

M.G.

The M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire.

TD Midget: 4-cyl, 66.5 × 90 mm (2.618 × 3.543in), 1,250 c.c. (76.28 cu in); o.h.v.; compression ratio, 7.25 to 1; 54.4 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.098, 10.609 and 17.938 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 10in (238.8 cm); widest track, 4ft 2in (127 cm). Overall length, 12ft 1in (367.3 cm); width, 4ft 10½in (149 cm); height, 4ft 8in (148 cm). Ground clearance, 6in (15 cm); turning circle, 31½ft (953 cm). Weight (approx.), 2,072 lb (942 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

Tourer £530

Mark II tourer £585

1½-Litre, Series YB: 4-cyl, 66.5 × 90 mm (2.618 × 3.543in), 1,250 c.c. (76.28 cu in); o.h.v.; compression ratio, 7.3 to 1; 46 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.098, 10.609 and 17.938 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 3in (251.4 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 8in (416.52 cm); width, 4ft 11in (149 cm); height, 4ft 9in (144.78 cm). Ground clearance, 6in (15 cm); turning circle, 33½ft (1,020 cm). Weight (approx.), 2,296 lb (1,044 kg).

Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

Saloon £635

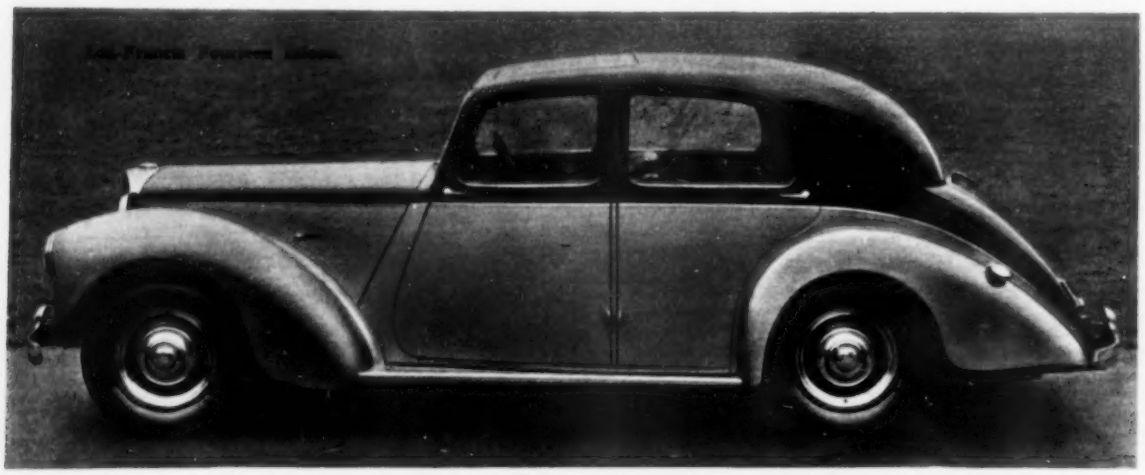
ROAD TEST SUMMARY.

TD Midget: Running weight, 2,009 lb (913 kg); 60.66 b.h.p. per ton. Maximum torque, 63.9 lb ft at 2,600 r.p.m.; 14.4 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 27-33 m.p.g. (10.5-8.6 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.5 sec; 30-50 m.p.h., 12.9 sec. Through gears, 0-30 m.p.h., 6.2 sec; 0-50 m.p.h., 15.3 sec; 0-60 m.p.h., 23.5 sec; 0-70 m.p.h., 44.4 sec. Maximum speed, 80-83 m.p.h. (Road Test, January 20, 1950).

1½-Litre: Running weight, 2,341 lb (1,064 kg); 37.5 b.h.p. per ton laden. Maximum torque, 58.5 lb ft at 2,400 r.p.m.; 14.42 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 24-28 m.p.g. (11.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.1 sec; 30-50 m.p.h., 11.8 sec. Through gears, 0-30 m.p.h., 6.9 sec; 0-50 m.p.h., 18.4 sec; 0-60 m.p.h., 30.4 sec. Maximum speed, 75 m.p.h. (Road Test, April 11, 1952.)



Lea-Francis Fourteen saloon.

Left: A 1¼-litre M.G. saloon and drop-head coupé at a roadside halt in Switzerland. Below: M.G. TD Midget.

Morgan

Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcestershire.

Plus 4: 4-cyl, 85 × 92 mm (3.347 × 3.622in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7.1 to 1; 68 b.h.p. at 4,300 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.4, 8 and 13.5 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft (244 cm); widest track, 3ft 11in (119.4 cm). Overall length, 11ft 8in (355 cm); width, 4ft 8in (142 cm); height, two-seater, 3ft 10½in (118.11 cm); four-seater, 4ft (121.92 cm); Coupé, 4ft 2in (127 cm). Ground clearance, 7in (18 cm); turning circle, 33ft (1,006 cm). Weight (approx.), two-seater, 1,680 lb (763.63 kg); four-seater, 1,736 lb (789 kg); Coupé, 1,848 lb (838 kg).

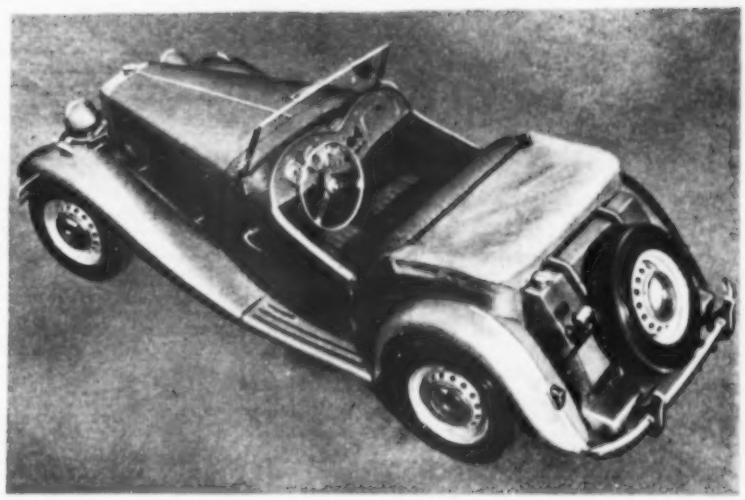
Tank capacity, two-seater and Coupé, 11 Imperial gallons (50 litres); four-seater, 10 Imperial gallons (45.5 litres). Tyre size, 5.25—16in. Battery, 12-volt, 47 a/h.

Two-seater	£565
Four-seater	£580
Coupé	£620

ROAD TEST SUMMARY

Coupé: Running weight, 1,904 lb (865 kg); 80 b.h.p. per ton. Maximum torque, 112 lb ft at 2,300 r.p.m.; 19 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-26 m.p.g. (12.8-10.9 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.4 sec; 30-50 m.p.h., 9.5 sec. Through gears, 0-30 m.p.h., 4.6 sec; 0-50 m.p.h., 11.3 sec; 0-60 m.p.h., 17.9 sec; 0-70 m.p.h., 28 sec. Maximum speed, 85.5 m.p.h. (Road Test, April 27, 1951).



Morris

Morris Motors, Ltd., Cowley, Oxford.

Minor, Series II: 4-cyl, 58 × 76 mm (2.28 × 2.99in), 800 c.c. (50 cu in); o.h.v.; compression ratio, 7.2 to 1; 30 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (5.375, 9.03, 13.9 and 21.985 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 2in (218.5 cm); widest track, 4ft 2½in (128.4 cm). Overall length, 12ft 4in (376 cm); width, 5ft 1in (155 cm); height, 4ft 10in (147.32 cm). Ground clearance, 6¾in (17.1 cm); turning circle, 33½ft (1,014 cm). Weight (approx.), 1,750 lb (793 kg).

Tank capacity, 5 Imperial gallons (22.7 litres). Tyre size, 5.00—14in. Battery, 12-volt, 38 a/h.

Saloon, 2-door	£373
Tourer	£373
Saloon, 4-door	£405

Oxford: 4-cyl, 73.5 × 87 mm (2.894 × 3.425in), 1,477 c.c. (90 cu in); side valves; compression ratio, 6.6 to 1; 41 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 7.324, 10.983 and 18.559 to 1); steering column control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 1in (246.4 cm); widest track, 4ft 5½in (135.9 cm). Overall length, 13ft 11in (424 cm); width, 5ft 5in (165 cm); height, 5ft 3in (160 cm). Ground clearance, 6¾in (17.1 cm); turning circle, 37ft (1,128 cm). Weight (approx.), 2,408 lb (1,095 kg).

Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

Saloon	£510
Traveller's car	£530

Six: 6-cyl, 73.5 × 87 mm (2.894 × 3.425in), 2,215 c.c. (135 cu in); o.h.c.; compression ratio, 6.6 to 1; 70 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.586, 10.248 and 14.642 to 1); steering column control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 2in (279.4 cm); widest track, 4ft 6in (137 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3½in (161 cm). Ground clearance, 7in (18 cm); turning circle, 41½ft (1,257 cm). Weight (approx.), 2,910 lb (1,320 kg).

Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h.

Saloon	£640

Morgan Plus Four coupé.

Morris Six saloon.

BRITISH CARS FOR THE WORLD

ROAD TEST SUMMARY

Minor, Series II: Running weight, 1,778 lb (808 kg); 30.9 b.h.p. per ton laden. Maximum torque, 40 lb ft at 2,400 r.p.m.; 13.06 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 36-40 m.p.g. (7.9-7.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 10 sec; 30-50 m.p.h., 23.5 sec. Through gears, 0-30 m.p.h., 8.4 sec; 0-50 m.p.h., 25.7 sec. Maximum speed, 62 m.p.h. (Road Test, November 18, 1952).

Oxford: Running weight, 2,388 lb (1,085 kg); 39.16 b.h.p. per ton. Maximum torque, 65 lb ft at 1,800 r.p.m.; 15 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 27-30 m.p.g. (10.5-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.8 sec; 30-50 m.p.h., 19.3 sec. Through gears, 0-30 m.p.h., 9.7 sec; 0-50 m.p.h., 27.4 sec; 0-60 m.p.h., 46.7 sec. Maximum speed, 67 m.p.h. (Road Test, August 25, 1950.)

Traveller's Car: Running weight, 2,464 lb (1,120 kg); 31.9 b.h.p. per ton laden. Maximum torque, 65 lb ft at 2,000 r.p.m.; 15.1 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-28 m.p.g. (12.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.5 sec; 30-50 m.p.h., 16.9 sec. Through gears, 0-30 m.p.h., 8.1 sec; 0-50 m.p.h., 23.7 sec; 0-60 m.p.h., 45.8 sec. Maximum speed, 66 m.p.h. (Road Test, February 6, 1953.)

Six: Running weight, 2,769 lb (1,259 kg); 56.63 b.h.p. per ton. Maximum torque, 98 lb ft at 1,800 r.p.m.; 19 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 20-24 m.p.g. (14.1-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.1 sec; 30-50 m.p.h., 16.8 sec. Through gears, 0-30 m.p.h., 7.9 sec; 0-50 m.p.h., 18.6 sec; 0-60 m.p.h., 27.1 sec. Maximum speed, 75 m.p.h. (Road Test, April 28, 1950.)

Paramount

Paramount Cars (Leighton Buzzard), Ltd., Camden Wharf, Linslade, Buckinghamshire.

4-cyl, 63.5 × 92.5 mm (2.49 × 3.64in), 1,172 c.c. (71.49 cu in); side valves; 3 speeds, synchromesh (overall ratios, 4.88, 8.5 and 14.9 to 1); central control.

Suspension, independent front, transverse springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 8ft (243.8 cm); widest track, 4ft 3in (129.54 cm). Overall length, 13ft 10in (422 cm); width, 5ft 6in (167.64 cm). Weight (approx.), 2,072 lb (942 kg).

Tank capacity, 8 Imperial gallons (36.37 litres). Tyre size, 5.25-16in. Battery, 12 volt.

Roadster £625

Renault

Renault, Ltd., Western Avenue, London, W.3.

750: (rear engine), 4-cyl, 54.5 × 80 mm (2.15 × 3.15in), 748 c.c. (45.63 cu in); o.h.v.; compression ratio, 7.25 to 1; 21 b.h.p. at 5,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.05, 8.72 and 17.4 to 1); central control.

Suspension, independent front and rear, coil springs. Brakes, Lockheed hydraulic.

Wheelbase, 6ft 10½in (210.84 cm); widest track, 3ft 11½in (120.65 cm). Overall length, 11ft 10in (360.7 cm); width, 4ft 8½in (144.14 cm); height, 4ft 9½in (147 cm). Ground clearance, 7½in (18.32 cm); turning circle, 27ft (823 cm). Weight (approx.), 1,232 lb (560 kg).

Tank capacity, 6 Imperial gallons (27.28 litres). Tyre size, 5.20—15in. Battery, 6-volt, 85 a/h.

Saloon £445
Saloon de luxe £470

2-Litre Frégate: 4-cyl, 85 × 88 mm (3.35 × 3.46in), 1,996 c.c. (121.8 cu in); o.h.v.; compression ratio, 6.6 to 1; 58 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.08, 5.63, 8.35 and 15.45 to 1); steering column control.

Suspension, independent front and rear, coil springs. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 2½in (279.63 cm); widest track, 4ft 7½in (139.83 cm). Overall length, 15ft 5in (469.9 cm); width, 5ft 8in (172.72 cm); height, 5ft 0½in (154.31 cm). Ground clearance, 8in (20.32 cm); turning circle, 33ft (1,006 cm). Weight (approx.), 2,795 lb (1,267.7 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 6.40—15in. Battery, 6-volt, 90 a/h. Export only.

ROAD TEST SUMMARY

750: Running weight, 1,358 lb (617 kg); 27.4 b.h.p. per ton laden. Maximum torque, 29-33½ lb ft at 2,000 r.p.m.; 13.5 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 45-50 m.p.g. (6.28-5.65 litres for 100 km).

Best acceleration, 10-30 m.p.h., 8.8 sec; 30-50 m.p.h., 23.2 sec. Through gears, 0-30 m.p.h., 8.7 sec; 0-50 m.p.h., 29.3 sec. Maximum speed, 60 m.p.h. (Road Test, May 1, 1953.)

Frégate: Running weight, 2,890 lb (1,314 kg); 38.1 b.h.p. per ton laden. Maximum torque, 96.5 lb ft at 2,300 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-28 m.p.g. (12.8-10.0 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.1 sec; 30-50 m.p.h., 10.1 sec. Through gears, 0-30 m.p.h., 7.6 sec; 0-50 m.p.h., 17.8 sec; 0-60 m.p.h., 28.8 sec. Maximum speed, 79 m.p.h. (Road Test, February 13, 1953).

Riley

Riley Motors, Ltd., Abingdon-on-Thames, Berkshire.

1½-Litre: 4-cyl, 69 × 100 mm (2.72 × 3.937in), 1,496 c.c. (91.25 cu in); o.h.v.; compression ratio, 6.8 to 1; 55 b.p.h. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.585, 11.736 and 20.372 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic

Riley 1½-litre saloon.

Rover 75 saloon.

Wheelbase, 9ft 4½in (285.8 cm); widest track, 4ft 4½in (132.7 cm). Overall length, 14ft 11in (455 cm); width, 5ft 3½in (161.3 cm); height, 4ft 11in (150 cm). Ground clearance, 7½in (19 cm); turning circle, 30ft (914 cm). Weight (approx.), 2,912 lb (1,324 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

Saloon £860

2½-Litre: 4-cyl, 80.5 × 120 mm (3.169 × 4.724in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.6 to 1; 100 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.8, 8.84 and 14.949 to 1); central control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase, 9ft 11in (302 cm); widest track, 4ft 4½in (132.7 cm). Overall length, 15ft 6in (472 cm); width, 5ft 3½in (161.3 cm); height, 4ft 11½in (151 cm). Ground clearance, 7in (18 cm); turning circle, 36ft (1,100 cm). Weight (approx.), 3,335 lb (1,515 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

Saloon £1,055

ROAD TEST SUMMARY

1½-Litre: Running weight, 2,870 lb (1,305 kg); 36.8 b.h.p. per ton laden. Maximum torque, 76 lb ft at 2,500 r.p.m.; 15.26 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 23-27 m.p.g. (12.3-10.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec; 30-50 m.p.h., 10.7 sec. Through gears, 0-30 m.p.h., 6.2 sec; 0-50 m.p.h., 15.9 sec; 0-60 m.p.h., 25.1 sec; 0-70 m.p.h., 41.0 sec. Maximum speed, 75.5 m.p.h. (Road Test, March 27, 1953.)

2½-Litre: Running weight, 3,356 lb (1,525 kg); 58 b.h.p. per ton laden. Maximum torque, 134 lb ft at 3,000 r.p.m.; 19.5 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 20-23 m.p.g. (14.1-12.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec; 30-50 m.p.h., 10.7 sec. Through gears, 0-30 m.p.h., 5.3 sec; 0-50 m.p.h., 12.0 sec; 0-70 mp.h., 23.0 sec; 0-80 m.p.h., 34.3 sec. Maximum speed, 94 mp.h. (Road Test, December 26, 1952.)

Rolls-Royce

Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.

Silver Wraith: 6-cyl, 92 × 114 mm (3.622 × 4.50in), 4,566 c.c. (279 cu in); o.h. inlet, side exhaust valves; compression ratio, 6.4 to 1; 4 speeds, synchromesh (overall ratios, 3.8, 5, 7.5 and 11.1 to 1); right-hand drive, right-hand control; left-hand drive, steering column control. Hydra-Matic transmission alternatively.

Suspension, independent front, coil springs, ½-elliptic rear. Brakes, hydro-mechanical.

Wheelbase, 10ft 7in (322.58 cm); 7-seater limousine only, 11ft 1in (338 cm); widest track, 5ft (152 cm); turning circle, 43½ft (1,323 cm). Specialist coachwork only available.

Tank capacity, 18 Imperial gallons (81.83 litres). Tyre size, 6.50—17in. Battery, 12-volt 55 a/h.

Chassis, short	£2,345
Chassis, long	£2,445
Park Ward 7-seater limousine	£4,720
Mulliner 7-seater limousine	£4,720
Mulliner touring limousine	£4,615
Hooper touring limousine	£4,490
Jas. Young saloon	£4,620

Silver Dawn: Specification as for Silver Wraith, except for:—Wheelbase, 10ft 7in (322.5 cm); widest track, 4ft 10½in (149 cm). Overall length, 16ft 7½in (506.75 cm); width, 5ft 11in (180 cm); height, 5ft 6in (167.64 cm). Ground clearance, 7½in (18 cm); turning circle, 41½ft (1,258 cm).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size, 6.50—16in. Battery, 12-volt, 55 a/h.

Standard saloon .. Export only.

Rover

The Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

75: 6-cyl, 65.2 × 105 mm (2.567 × 4.134in), 2,103 c.c. (128.4 cu in); o.h. inlet, side exhaust valves; compression ratio, 7.25 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.30, 5.921, 8.772 and 14.50 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 9ft 3in (282 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 10½in (458 cm); width, 5ft 5½in (167 cm); height, 5ft 3½in (161 cm). Ground clearance, 7½in (18 cm); turning circle, 37ft (1,128 cm). Weight (approx.), 3,200 lb (1,452 kg).

Tank capacity, 11½ Imperial gallons (52 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h.

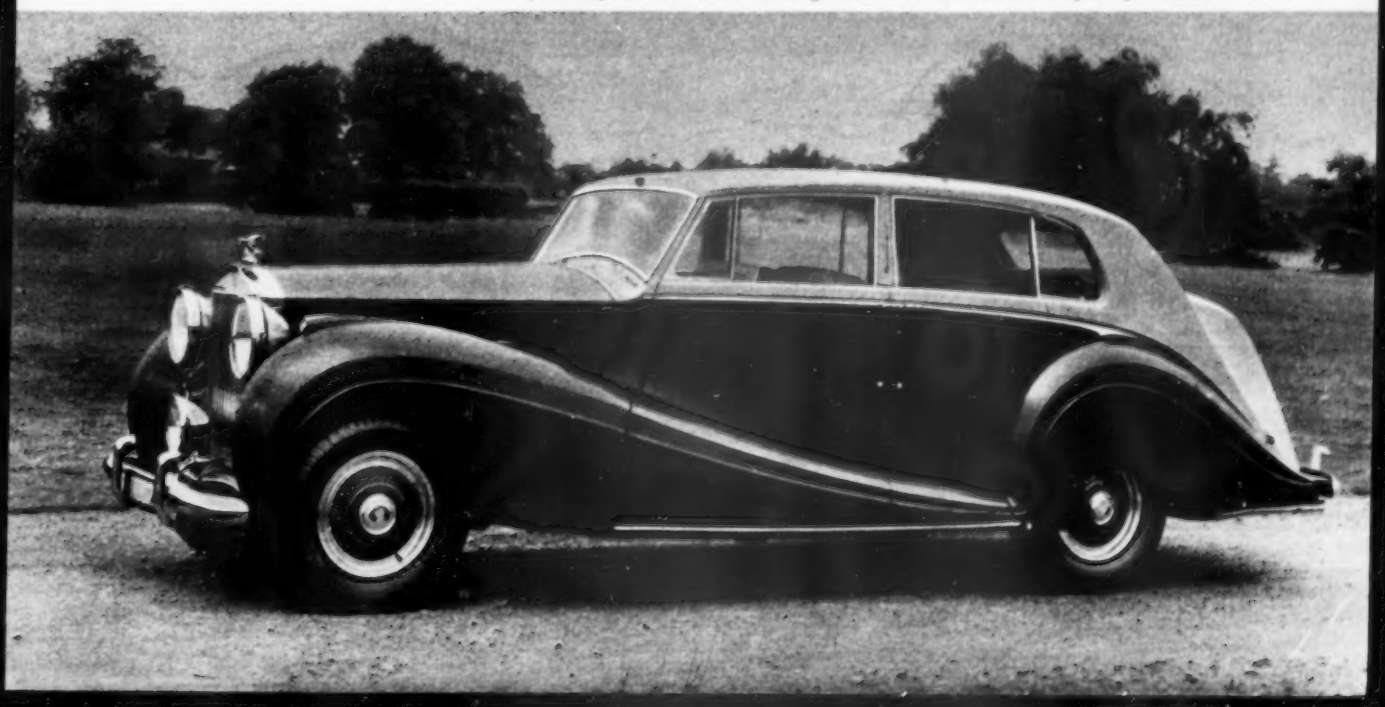
Saloon £955

ROAD TEST SUMMARY

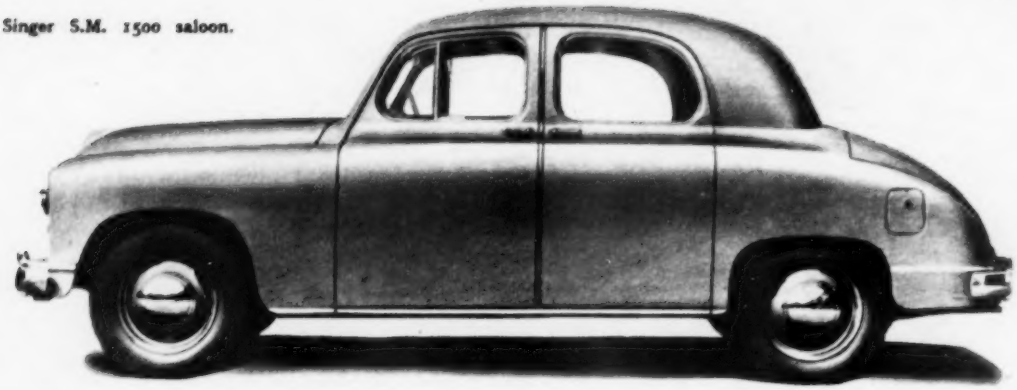
Running weight, 3,241 lb (1,473 kg); 46 b.h.p. per ton laden. Maximum torque, 111 lb ft at 2,500 r.p.m.; 18 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 21-27 m.p.g. (13.5-10.5 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec; 30-50 m.p.h., 10.4 sec. Through gears, 0-30 m.p.h., 5.9 sec; 0-50 m.p.h., 16.3 sec; 0-70 m.p.h., 37.9 sec. Maximum speed, 80.5 m.p.h. (Road Test, August 15, 1952.)

Rolls-Royce Silver Wraith touring limousine with coachwork by H. J. Mulliner.



Singer S.M. 1500 saloon.



BRITISH CARS FOR THE WORLD

Singer

Singer Motors, Ltd., Coventry Road Works, Birmingham, 10.

S.M. Roadster: 4-cyl, 73×89.4 mm (2.874×3.52in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.12, 9.45 and 14.53 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 7ft 7in (231 cm); widest track, 3ft 10½in (119 cm). Overall length, 12ft 7½in (384.85 cm); width, 4ft 10in (147 cm); height, 4ft 10½in (148 cm). Ground clearance, 6in (15.24 cm); turning circle, 33ft (1,005 cm). Weight (approx.), 1,848 lb (840 kg).

Tank capacity, 7 Imperial gallons (32 litres). Tyre size, 5.00—16in. Battery, 12-volt, 38 a/h.

Roadster £519 15s

S.M. 1500: 4-cyl, 73×89.4 mm (2.874×3.52in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 6.94, 10.75 and 17.02 to 1); steering column control. Twin carburettor model, compression ratio, 7.4 to 1; 58 b.h.p. at 4,500 r.p.m. (overall ratios, 4.44, 5.47, 8.44 and 12.98 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 11½in (273 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft 8½in (448.29 cm); width, 5ft 3in (160 cm); height, 5ft 4in (162 cm). Ground clearance, 7in (18 cm); turning circle, 33ft (1,005 cm). Weight (approx.), 2,604 lb (1,184 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

Saloon £702 19s 4d

Saloon (twin carburettors) .. £725

ROAD TEST SUMMARY

S.M. Roadster: Running weight, 1,813 lb (824 kg); 59.4 b.h.p. per ton. Maximum torque, 72 lb ft at 2,200 r.p.m.; 15.54 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 28-30 m.p.g. (10.1-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.4 sec; 30-50 m.p.h., 10.2 sec.

Through gears, 0-30 m.p.h., 5.4 sec; 0-50 m.p.h., 13.7 sec; 0-60 m.p.h., 20.8 sec. Maximum speed, 75 m.p.h. (Road Test, September 28, 1951).

S.M. 1500: Running weight, 2,618 lb (1,190 kg); 35.5 b.h.p. per ton laden. Maximum torque, 72 lb ft at 2,200 r.p.m.; 15.25 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 26-30 m.p.g. (10.9-9.4 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.5 sec; 30-50 m.p.h., 11.5 sec. Through gears, 0-30 m.p.h., 6.7 sec; 0-50 m.p.h., 17.8 sec; 0-60 m.p.h., 27.9 sec. Maximum speed, 75 m.p.h. (Road Test, May 16, 1952).

Standard

The Standard Motor Co., Ltd., Coventry.

Vanguard Phase II: 4-cyl, 85×92 mm (3.34×3.622in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); overdrive optional; steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 10in (238 cm); widest track, 4ft 6in (317 cm). Overall length, 14ft (426 cm); width, 5ft 9in (175 cm); height, 5ft 4in (163 cm). Ground clearance, 8in (20.32 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,744 lb (1,233 kg).

Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 6.00—16in. Battery, 12-volt, 51 a/h.

Saloon £590

Estate car, 2-door £595

Estate car, 4-door £655

ROAD TEST SUMMARY

Saloon: Running weight, 2,823 lb (1,283 kg); 46 b.h.p. per ton laden. Maximum torque, 108 lb ft at 2,000 r.p.m.; 16.9 m.p.h. per 1,000 r.p.m. (top gear); 21.75 m.p.h. (on overdrive). Fuel consumption range, 22-28 m.p.g. (12.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec; 30-50 m.p.h., 10.0 sec. Through gears, 0-30 m.p.h., 6.5 sec; 0-50 m.p.h., 15.8 sec; 0-70 m.p.h., 39.7 sec. Maximum speed (with overdrive), 81.5 m.p.h. (Road Test, January 25, 1952.)

Estate Car: Running weight, 2,856 lb (1,298 kg); 46.6 b.h.p. per ton laden. Maximum torque, 108.3 lb ft at 2,000 r.p.m.; 16.9 m.p.h. at 1,000 r.p.m. (top gear); 21.6 m.p.h. (on overdrive). Fuel consumption range, 20-25 m.p.g. (14.1-11.3 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.2 sec; 30-50 m.p.h., 9.7 sec. Through gears, 0-30 m.p.h., 6.2 sec; 0-50 m.p.h., 15.1 sec; 0-70 m.p.h., 32.4 sec. Maximum speed (with overdrive), 80 m.p.h. (Road Test, December 12, 1952.)

Phase II Saloon: Running weight, 2,828 lb (1,285 kg); 47 b.h.p. per ton laden. Maximum torque, 108 lb ft at 2,000 r.p.m.; 17.2 m.p.h. at 1,000 r.p.m. (top gear). Fuel consumption range, 20-26 m.p.g. (14.1-10.9 litres per 100 km).

Best acceleration, 10-30 m.p.h., 5.9 sec; 30-50 m.p.h., 8.9 sec. Through gears, 0-30 m.p.h., 5.4 sec; 0-50 m.p.h., 13.8 sec; 0-60 m.p.h., 20.8 sec; 0-70 m.p.h., 32.5 sec. Maximum speed, 81 m.p.h. (Road Test, March 13, 1953.)

Triumph

The Triumph Motor Co. (1945), Ltd., a subsidiary of The Standard Motor Co., Ltd., Coventry.

Mayflower: 4-cyl, 63 × 100 mm (2.48 × 3.94in), 1,247 c.c. (76 cu in); side valves; compression ratio, 6.8 to 1; 38 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.125, 8.56 and 18.14 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft (213 cm); widest track, 4ft 1in (125 cm). Overall length, 12ft 10in (391 cm); width, 5ft 2in (157 cm); height, 5ft 2in (157 cm). Ground clearance, 8in (20.32 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,051 lb (932 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—15in. Battery, 12-volt, 38 a/h.

Saloon £450

Renown: 4-cyl, 85 × 92 mm (3.34 × 3.62in), 2.088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); overdrive optional; steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 3in (282 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 1in (459.74 cm); width, 5ft 4in (162 cm); height, 5ft 5in (165 cm). Ground clearance, 8in (20.32 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 2,835 lb (1,279 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

Saloon £925

Sports: 4-cyl, 83 × 92 mm (3.27 × 3.62in), 1.991 c.c. (122 cu in); o.h.v.; compression ratio, 8.5 to 1; 75 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.89, 5.15, 7.81 and 13.15 to 1); central control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 4in (223.56 cm); widest track, 3ft 9½in (115.57 cm). Overall length, 11ft 9in (358 cm); width, 4ft 7½in (140 cm); height, 4ft 3½in (130 cm). Ground clearance, 6in (15 cm); turning circle, 32ft (975 cm). Weight (approx.), 1,640 lb (700 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

Two-seater £555

ROAD TEST SUMMARY

Mayflower: Running weight, 2,107 lb (958 kg); 40.39 b.h.p. per ton. Maximum torque, 58.5 lb ft at 2,500 r.p.m.; 14 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 32-35 m.p.g. (8.8-8.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.9 sec; 30-50 m.p.h., 16.3 sec. Through gears, 0-30 m.p.h., 8.8 sec; 0-50 m.p.h., 23.9 sec; 0-60 m.p.h., 42.6 sec. Maximum speed, 65 m.p.h. (Road Test, April 14, 1950).

Renown: Running weight, 2,984 lb (1,356 kg); 51.45 b.h.p. per ton. Maximum torque, 108.3 lb ft at 2,000 r.p.m.; 16.9 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 22-24 m.p.g. (12.8-11.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 6.6 sec; 30-50 m.p.h., 13.5 sec. Through gears, 0-30 m.p.h., 8.0 sec; 0-50 m.p.h., 19.8 sec; 0-60 m.p.h., 30.0 sec. Maximum speed, 74 m.p.h. (Road Test, February 24, 1950.)

Top : Sunbeam-Talbot 90 Mark IIA. Above : The Sunbeam Alpine.

Sunbeam-Talbot

Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, Coventry.

90 Mark IIA: 4-cyl, 81 × 110 mm (3.1871 × 4.33in), 2,267 c.c. (138.2 cu in); o.h.v.; compression ratio, 6.4 to 1; 70 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.811, 9.633 and 12.43 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 1½in (247.6 cm); widest track, 4ft 2½in (128.3 cm). Overall length, 13ft 11½in (425.4 cm); width, 5ft 2½in (158.7 cm); height, Saloon, 5ft 0½in (154.3 cm); Coupé, 4ft 11in (150 cm). Ground clearance, 6.63in (16.8 cm); turning circle, 36½ft (1,113 cm). Weight (approx.), 2,856 lb (1,298 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

Sports saloon £865

Convertible coupé £895

Alpine: 4-cyl, 81 × 110 mm (3.1871 × 4.33in), 2,267 c.c. (138.2 cu in); o.h.v.; compression ratio, 7.42 to 1; 80 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.19, 8.54 and 11.04 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 8ft 1½in (247.6 cm); widest track, 4ft 2½in (128.3 cm). Overall length, 14ft 0½in (427.34 cm); width, 5ft 2½in (158.7 cm); height, hood up, 4ft 8in (142.24 cm). Ground clearance, 6.6in (16.8 cm); turning circle, 36½ft (1,113 cm). Weight (approx.), 2,968 lb (1,349 kg).

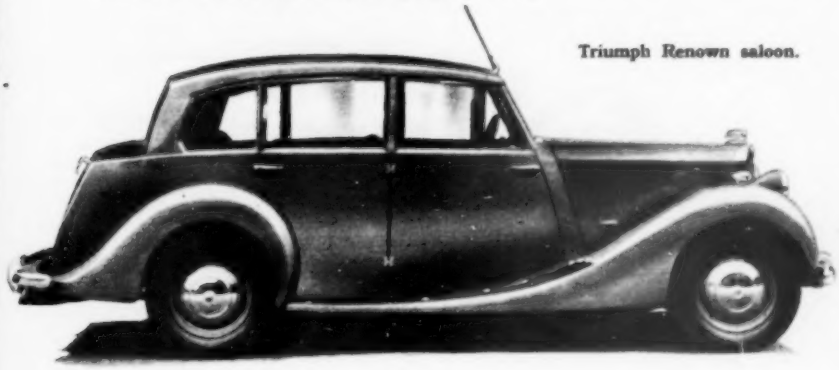
Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

Export only.

ROAD TEST SUMMARY

Saloon: Running weight, 3,122 lb (1,419 kg); 44.7 b.h.p. per ton laden. Maximum torque, 113 lb/ft at 2,400 r.p.m.; 19.9 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 24-32 m.p.g. (11.77-8.83 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.9 sec; 30-50 m.p.h., 8.9 sec. Through gears, 0-30 m.p.h., 5.7 sec; 0-50 m.p.h., 14.4 sec; 0-70 m.p.h., 31.2 sec. Maximum speed, 83 m.p.h. (Road Test, March 6, 1953).



Triumph Renown saloon.

Wolseley Four Forty-Four saloon.

BRITISH CARS FOR THE WORLD

Vauxhall

Vauxhall Motors, Ltd., Luton, Bedfordshire.

Wyvern: 4-cyl, 79.37 × 76.20 mm (3.125 × 3in), 1,507 c.c. (92 cu in); o.h.v.; compression ratio, 6.4 to 1; 40 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.576 and 15.882 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Vauxhall-Lockheed hydraulic.

Wheelbase, 8ft 7in (261.6in); widest track, 4ft 6½in (138.4 cm). Overall length, 14ft 4½in (438.2 cm); width, 5ft 7½in (170.52 cm); height, 5ft 3½in (161 cm). Ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,205 lb (1,002 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.60—15in. Battery, 12-volt, 43 or 44 a/h.

Saloon £495

Velox: 6-cyl, 79.37 × 76.20 mm (3.125 × 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.4 to 1; 64 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.125, 6.725 and 12.798 to 1), steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Vauxhall-Lockheed hydraulic.

Wheelbase, 8ft 7in (261.6 cm); widest track, 4ft 6½in (138.4 cm). Overall length, 14ft 4½in (438.2 cm); width, 5ft 7½in (170.52 cm); height, 5ft 3½in (161 cm). Ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,315 lb (1,052.5 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.90—15in. Battery, 12-volt, 53 a/h.

Saloon £535

ROAD TEST SUMMARY

Wyvern: Running weight, 2,327 lb (1,058 kg); 32.6 b.h.p. per ton laden. Maximum torque, 71 lb ft at 2,000 r.p.m.; 16.1 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 26-32 m.p.g. (10.9-8.8 litres per 100 km).

Best acceleration, 10-30 m.p.h., 7.7 sec; 30-50 m.p.h., 12.4 sec. Through gears, 0.30 m.p.h., 7.8 sec; 0-50 m.p.h., 20.0 sec; 0-60 m.p.h., 31.5 sec. Maximum speed, 71 m.p.h. (Road Test, August 8, 1952.)

Velox: Running weight, 2,478 lb (1,126 kg); 50.9 b.h.p. per ton laden. Maximum torque, 108 lb ft at 1,200 r.p.m.; 18.4 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 24-28 m.p.g. (11.8-10.1 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.6 sec; 30-50 m.p.h., 8.2 sec. Through gears, 0-30 m.p.h., 5.9 sec; 0-50 m.p.h., 14.1 sec; 0-70 m.p.h., 31.8 sec. Maximum speed, 86 m.p.h. (Road Test, June 13, 1952.)

Wolseley

Wolseley Motors, Ltd., Cowley, Oxford.

Four Forty-Four: 4-cyl, 66.5 × 90 mm (2.62 × 3.543in), 1,260 c.c. (76.26 cu in); o.h.c.; compression ratio, 7.3 to 1; 4 speeds, synchromesh (overall ratios, 5.125, 7.718, 11.547 and 19.511 to 1); steering column control.

Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 6in (259 cm); widest track, 4ft 3in (130 cm). Overall length, 14ft 5in (439.4 cm); width, 5ft 1in (154.94 cm); height, 5ft (152.4 cm). Ground clearance, 7½in (19 cm); turning circle, 36½ft (1,110 cm). Weight (approx.), 2,520 lb (1,145 kg).

Tank capacity, 9½ Imperial gallons (43 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

Saloon £595

Six-Eighty: 6-cyl, 73.5 × 87 mm (2,894 × 3.425in), 2,215 c.c. (135 cu in); o.h.c.; compression ratio, 6.5 to 1; 4 speeds, synchromesh (overall ratios, 4.555, 6.586, 10.248 and 14.642 to 1); steering column control.

Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 2in (279 cm); widest track, 4ft 6in (137.2 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3½in (161 cm). Ground clearance, 7in (18 cm); turning circle, 41½ft (1,257 cm). Weight (approx.), 2,884 lb (1,308 kg).

Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h.

Saloon £720

ROAD TEST SUMMARY

Six-Eighty: Running weight, 2,928 lb (1,331 kg); 48.3 b.h.p. per ton laden. Maximum torque, 101 lb ft at 2,200 r.p.m.; 17 m.p.h. per 1,000 r.p.m. (top gear). Fuel consumption range, 18-23 m.p.g. (16-12 litres per 100 km).

Best acceleration, 10-30 m.p.h., 4.8 sec; 30-50 m.p.h., 8.3 sec. Through gears, 0-30 m.p.h., 5.7 sec; 0-50 m.p.h., 13.9 sec; 0-70 m.p.h., 30.3 sec. Maximum speed, 84 m.p.h. (Road Test, June 20, 1952).

Vauxhall Wyvern saloon.

NEW CARS DESCRIBED

NEW DAIMLER SALOON WITH A PRICE THAT NEEDS NO MNEMONIC

Designed as a four-five-seater saloon, this car has a nicely balanced appearance. The body is virtually a four-light design, with the very good feature of the addition of rear ventilating panels.

ANOTHER 1066 CONQUEST

CARS produced by the Daimler company have a long-standing reputation for quality and detail finish of a very high order; they also have an air of dignity and tradition that fits them for the task of providing Royal transport. The detail work and finish built into a car, do of course, influence the price that must be paid for the finished article. Daimlers are not cheap cars; on the other hand they give the craftsman an opportunity to show the world that Britain can produce quality cars that are second to none, as has been emphasized by examples displayed at the London Show.

Two Daimler cars in particular seen at the past two Shows have been the cause of much comment because of their elaborate finish and detail fittings; they have, in fact, been criticized by some people who consider that such cars are not practical. This may be so if they are considered as vehicles for everyday use instead of exhibition pieces displaying very fine workmanship. A ball dress by Dior or Hartnell would not be condemned just because it would not be practical on a shopping expedition.

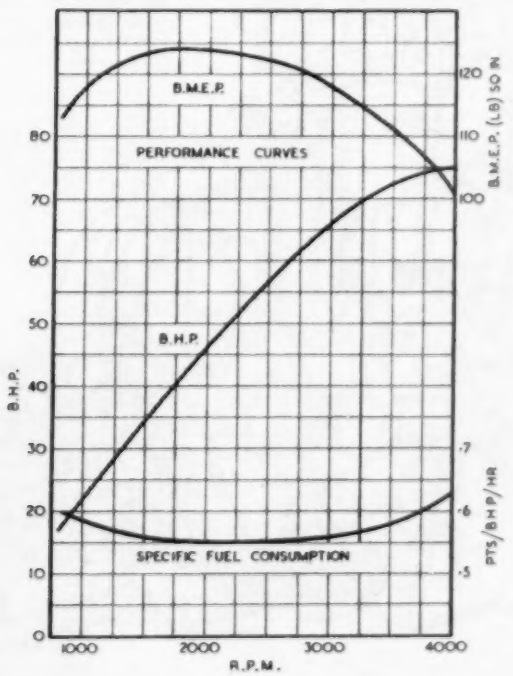
However, the factor of utility is one that the car manufacturer must carefully consider for the cars that provide the bulk of his business and this has been done very effectively in the latest addition to the Daimler range now announced.

This new model, known as the Conquest, is small by Daimler standards, and is designed to cater for the driver who requires a vehicle of high quality and detail finish, coupled with a good performance, but does not want a very large or heavy car.

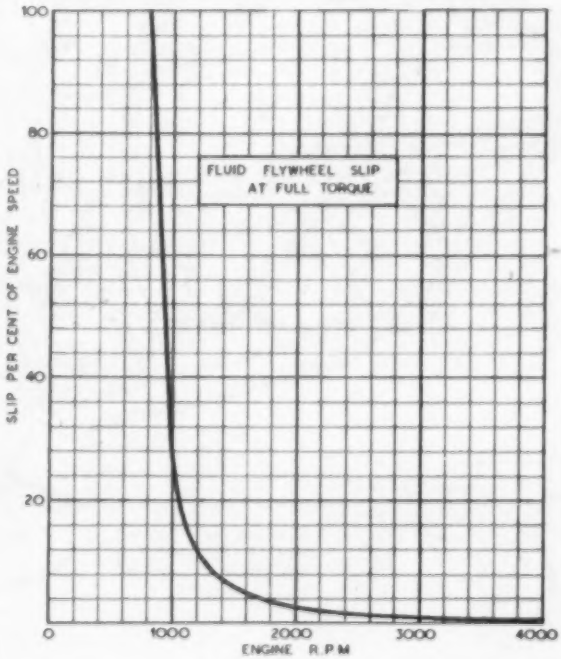
This new car was designed and brought into production in a period of about four months, a very enterprising effort. Obviously, it would not be possible to design and produce in quantity a car that was completely new in such a short time, as the manufacture of press tools alone would take longer than the time allowed. The solution, then, was to use any existing components that were suitable and so reduce the number of completely new components required—a policy that is very sound, as it makes use of previous development work, reduces cost, and, by the resulting measure of standardization, is an aid to servicing.

The main item that is new in the new Daimler is the engine; this is fitted in a slightly modified version of the Lanchester Leda chassis. The majority of the body

Performance curves of the Conquest engine.



This graph shows the fluid flywheel characteristics.



ANOTHER 1066 CONQUEST . . . continued

The figuring of the facia panels is particularly pleasing. The instruments include fuel gauge, ammeter, water temperature gauge and clock. A fuel reserve tap and hand throttle are provided.

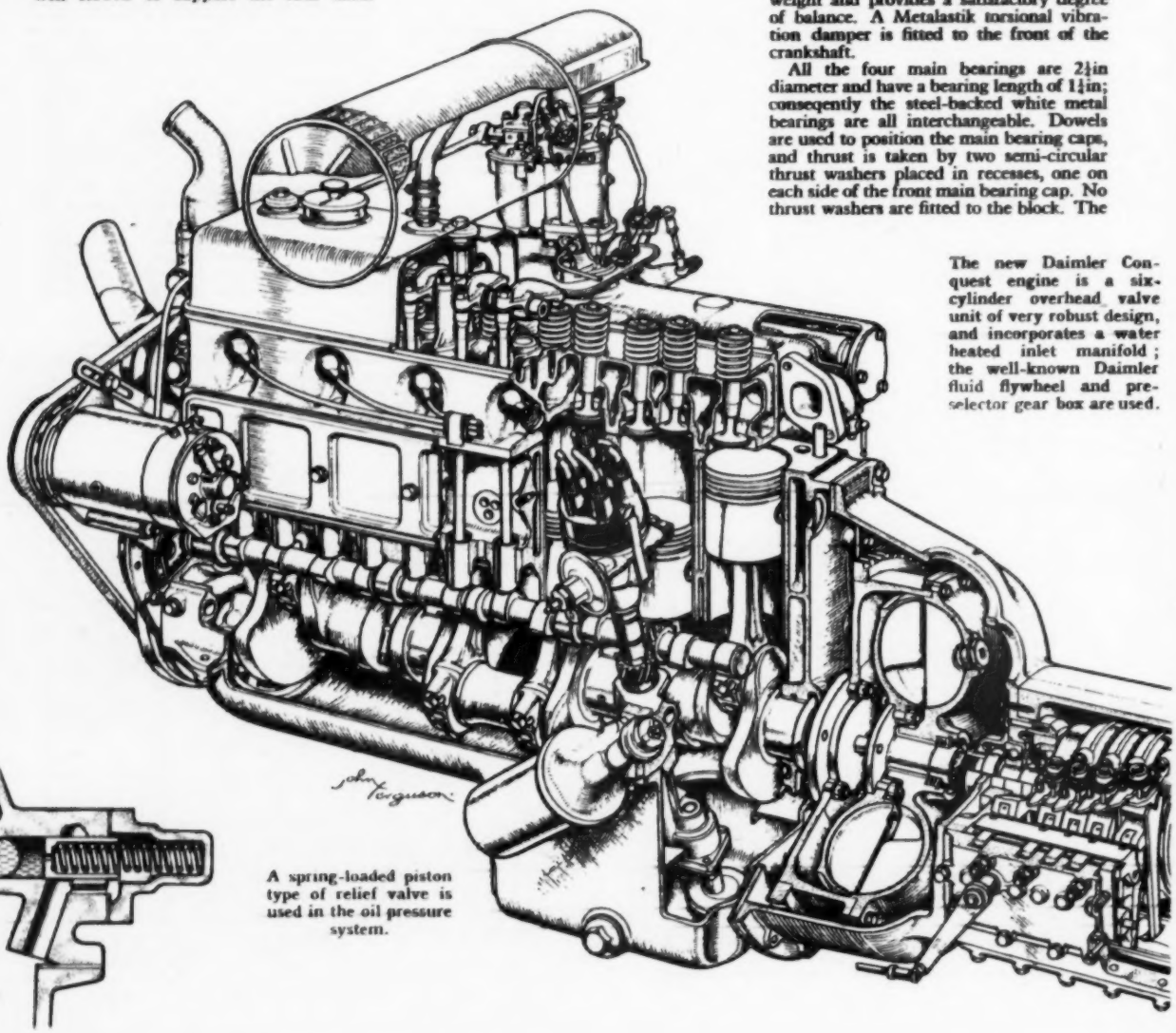
pressings are also similar to those of the Leda, but the frontal treatment is modified and the car wears the familiar fluted Daimler radiator grille. The interior trim is completely new and in keeping with the general high quality finish associated with the products of the Daimler company.

The engine, a six-cylinder overhead-valve unit, has a capacity of 2,433 c.c. and develops 75 b.h.p. at 4,000 r.p.m. This results in a power-weight ratio of 53 b.h.p. per ton compared with 40.6 b.h.p. per ton for the Lanchester Leda (running weight is used in both cases). This means that a power unit which develops more power and has two extra cylinders has been accommodated without redesigning the frame, which was originally produced to take a four-cylinder power unit.

There are a number of interesting features about this overhead-valve six-cylinder engine. With cylinder dimensions of 76.2 × 89mm (3 × 3.5in), the bore is of the same diameter as that of both the 2-litre Lanchester Leda and the 3-litre Daimler Regency, but the stroke is considerably shorter, resulting in a bore-stroke ratio of 0.856 to 1. The cast-iron cylinder block and crankchamber is of very stiff construction, and has a clean exterior; it is split on the crankshaft centre line and well ribbed to support the four main bearings. All the bores are completely surrounded by water jackets which extend well below the exposed portion when the piston is at the bottom of its stroke. Dry cylinder liners are used and they are fine bored and honed in position. Particular attention is paid to the positioning of the cylinder head stud bosses so that the bores are not distorted when the head is tightened down. The bottom of the crankchamber is enclosed by a deep cast, light alloy sump which has a baffle plate in the rear section around the oil pump.

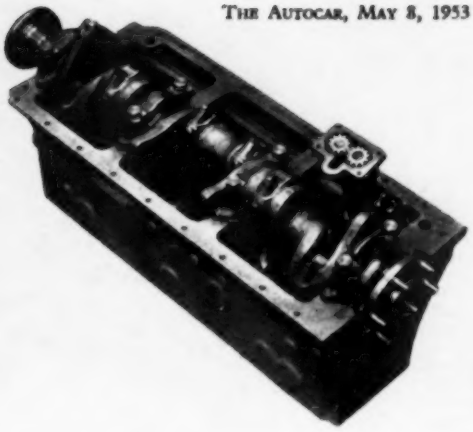
The crankshaft is of massive construction, and, because of the relatively short stroke and large journal diameter, there is a considerable amount of overlap between the main and big-end bearings. Balance weights are placed at the ends of the shaft outside Nos 1 and 6 big-end bearings, and also on the outside of Nos 3 and 4, between the two centre main bearings. It is claimed that this method simplifies the construction of the crank, reduces the overall weight and provides a satisfactory degree of balance. A Metalastik torsional vibration damper is fitted to the front of the crankshaft.

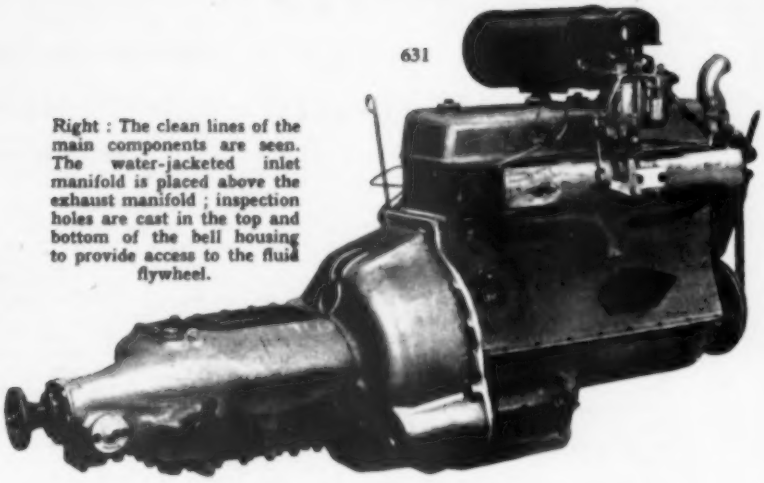
All the four main bearings are 2¼in diameter and have a bearing length of 1¼in; consequently the steel-backed white metal bearings are all interchangeable. Dowels are used to position the main bearing caps, and thrust is taken by two semi-circular thrust washers placed in recesses, one on each side of the front main bearing cap. No thrust washers are fitted to the block. The



The new Daimler Conquest engine is a six-cylinder overhead valve unit of very robust design, and incorporates a water heated inlet manifold; the well-known Daimler fluid flywheel and pre-selector gear box are used.

A spring-loaded piston type of relief valve is used in the oil pressure system.





Right : The clean lines of the main components are seen. The water-jacketed inlet manifold is placed above the exhaust manifold ; inspection holes are cast in the top and bottom of the bell housing to provide access to the fluid flywheel.

The crankchamber is divided into three separate compartments by the webs which support the main bearings. The massive proportions of the crankshaft and the disposition of the balance weights can be seen. The oil pump bottom cover is removed to show the gears.

big-end bearings are 2in in diameter and have a bearing length of $1\frac{3}{8}$in. The H-section connecting rods measure $6\frac{1}{2}$in between centres; to facilitate assembly they are split on an angle so that the big-end will pass through the cylinder bore. The two parts of the rod are located by tubular dowels and held together by set bolts locked together with tab washers. Like the main bearings, the big-end bearings are of steel-backed white metal.

The camshaft is also supported in four main bearings, and these are again steel-backed white metal. Chilled cast iron is used for the shaft and the cams are of a special design that provides a more uniform acceleration than the normal type; they produce fast valve opening to ensure good breathing. The cam form also helps to reduce spring surge; the valve gear is quiet in operation and only one spring per valve is used; circlips are fitted to the stems to prevent a valve falling into the engine in the event of spring failure. To save weight the end of the camshaft is counterbored. The drive is by normal duplex chain. The remainder of the valve gear is conventional, with $\frac{7}{8}$in diameter piston-type tappets (with an escape hole to prevent oil becoming trapped) used with tubular push rods, which have hardened end plugs. Case-hardened rockers pivot direct on the rocker shaft.

The lubrication system is fed by a double gear pump situated low down and towards the rear of the engine, and driven by a spindle geared to the camshaft. This spindle does not pass through the pump delivery duct, but is supported by two bearings, the lower one formed by the pump casing; the upper one is a bush in the crankchamber. Oil from the pump passes through an outlet drilled in the crankcase into the full-flow filter bolted on the left side of the engine. After passing through the filter, which is fitted with a by-pass valve (so that the engine is not starved of oil in the event of the filter becoming blocked), the oil passes through another drilling in the crankcase to the main oil gallery—a $\frac{3}{8}$in diameter hole running the length of the block.

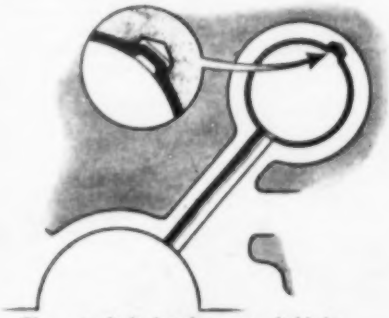
Oil to the overhead valve gear is metered by a cast-in groove running halfway round the rear camshaft journal. This allows an intermittent supply of oil to pass through a drilling in the bearing and block to an internal pipe connected by means of a banjo to the hollow rocker spindle. This is cross-drilled to lubricate the rockers.

The relief valve, consisting of a spring-loaded piston, is set to blow at 40lb per sq in. A warning light operated by a pressure switch is used in place of an oil pressure gauge. This is usual Daimler practice. An interesting feature about the lubrication system, and an indication of the trouble taken by the makers to ensure that their products reach the owner in the best possible condition, is the running-in arrangement. There is a hole in the bottom of the sump just below the pump intake to enable an external oil supply to be piped to the pump intake when the engine is on the test bed; consequently it is very thoroughly flushed and cleaned during the initial running-in period. This hole is later sealed with a plug that fits flush with the bottom of the sump. The inside of the plug extends up through the sump and forms a shroud to prevent sludge being drawn into the pump intake. A normal type of drain plug is fitted on the side of the sump.

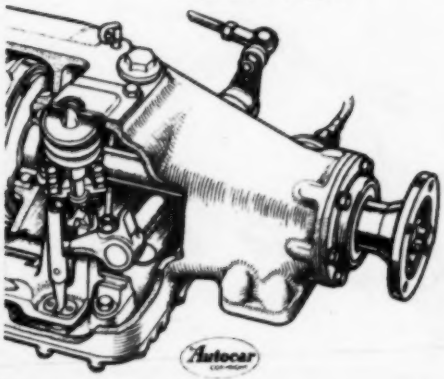
Fourteen $\frac{7}{16}$in diameter studs secure the cylinder head, which has combustion chambers that can best be described as modified "bath tub" shape, with the top face sloping at 7 degrees (thus the valve stems are also set at an angle of 7 degrees to the vertical). There is a small squish area opposite the sparking plug. The flat-top pistons are similar to those used in the Lanchester Leda and Daimler Regency engines. Valve seat inserts are provided on the exhaust ports only and the usual Daimler practice of one port per valve is employed.

Particular attention is paid to the cooling arrangements of the cylinder head. Water from the pump passes into the block, and then to the head via holes in the top face of the block, which connect with slotted thimbles pressed into holes in the cylinder head; these direct the coolant so that it impinges on the valve ports

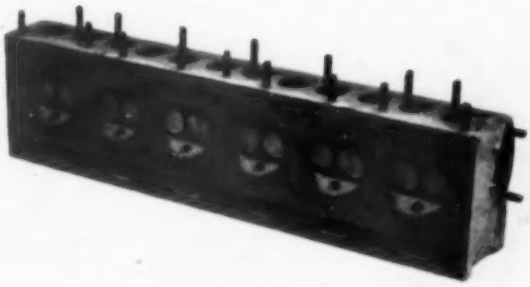
A groove cast in the rear bearing of the camshaft meters oil to the overhead valve gear.



The camshaft bearings are held in place by punching the shell into a dimple which is an extension of the oil hole drilling.



Separate ports are provided for each valve. Thimbles placed in the cylinder head direct the cooling water around the exhaust valve ports.



ANOTHER 1066 CONQUEST . . . continued

where it is most needed. On the opposite side of the cylinder head slots allow water to pass from the block round the sparking plug bosses. With the thermostat closed all the coolant passes from the cylinder head into the manifold water jacket and back to the pump. It is claimed that this large flow through the manifold water jacket provides a quick and more efficient heat transfer to the inside of the manifold during the warming up period than could be obtained with an exhaust gas hot-spot system. With the thermostat valve open there is no direct flow through the manifold water jacket, but the water does form an effective means of insulating the inlet manifold from excess exhaust heat.

In conjunction with the new engine the well-known Daimler fluid flywheel is used. This unit, as well as the four-speed pre-selector gear box, is identical with that fitted on the Lanchester Leda. The crankshaft is directly coupled (by means of the casing) to the rear or driving section of the flywheel, a circular aluminium alloy casting containing a number of vanes. The output or driven side of the flywheel is similar in construction to the impellor, but it is placed between the engine and the driving member, and coupled to the input side of the gear box. There are 48 vanes on the driving member, and 45 vanes on the driven member; the difference in number is to ensure quiet operation.

Two filler plugs are fitted in the outer casing of the flywheel so that the unit can be drained and refilled with oil without rotating the crankshaft. It is essential that the correct oil level in the flywheel should be maintained, to ensure that the unit functions efficiently. A graph shows the slip curve at full torque; slip is 100 per cent of engine speed at 800 r.p.m. This means that if the car were stationary, in gear, with the hand brake on and the throttle fully open, the engine speed would not rise above 800 r.p.m. The curve also shows that in the normal operating range the efficiency of the unit is very high.

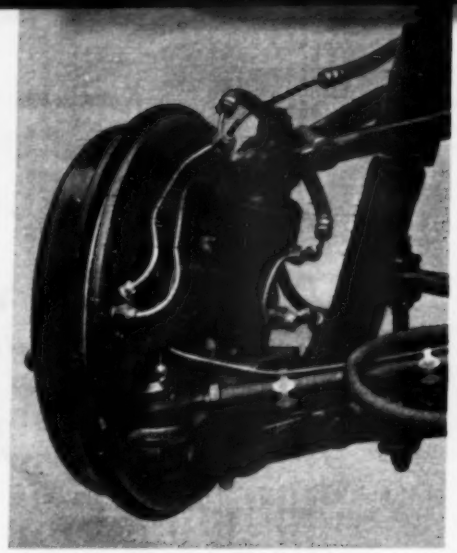
From the fluid flywheel the drive is transmitted to the four-speed epicyclic gear box, which is also similar to that used on the Leda. It consists of four gear trains with their respective brake bands to provide the indirect and reverse gear ratios, as well as a lock-up multi-plate clutch to provide a direct drive for top gear. The gears are selected manually by moving the camshaft which is coupled to the steering column gear lever by means of rods and levers; the actual gear engagement is performed by operating the "clutch pedal," which is connected to the bus bar. It is the bus bar spring that applies the load necessary to lock the plate clutch or hold the drums. With different gear ratios the load required to hold the drum will vary; this is compensated for by grooving the outside of the drums, the angle of the grooves being 55 degrees for first and reverse gears and 90 degrees for second and third. Lubrication for the box is by an oscillating pump driven by the input shaft.

Laminated Torsion Bars

The chassis frame has box section side members (perforated on the inner webs to save weight); it has a cruciform bracing as well as four other cross members. The main front cross member is also box section and both the horizontal plates are perforated, again to save weight. Although an orthodox system of rear suspension is used, a somewhat unusual system is employed at the front, consisting of laminated torsion bars. This arrangement has several advantages: with this layout it is much more simple and less costly to arrange the lever and anchorage fixings, as splines do not have to be cut; also it is not necessary to grind the surfaces of the spring blades which form the bar. It is sometimes claimed that the friction between the blades helps to damp the system, but in this application the relative movement (between the blades) is very small.

The springs fit into square holes in the attachment adaptors; these are flnaged for and bolted to the frame or the lower wishbones. A vernier adjustment is provided by drilling 18 holes for the rear adaptor and 20 for the front. A feature that considerably reduces the maintenance cost of the car as well as increasing its life is the chassis lubrication system. Those chassis bearings that are not formed by rubber bushes are lubricated by a system of pipes which supply lubricant from a tank mounted under the bonnet. The system is operated automatically by an expansion chamber situated close to the exhaust pipe; the change in temperature when the engine is cold and hot causes the lubricant to be drawn into the chamber and forced out to lubricate the bearings. The only points that require lubrication by a gun are the propeller-shaft, water pump and rear wheel bearings. Grease cups are provided for the front hub bearings.

The Autocar Road Test of the Conquest appears on following pages.



Lubricant is piped to the suspension bearings from an automatic lubrication system.

SPECIFICATION

Engine.—6 cyl, 76.2 x 88.9 mm (2,433 c.c.). Compression ratio 6.6 to 1. Four-bearing. Modified "bath-tub" combustion chamber. Side camshaft operating overhead valves by push rods and rockers.

Transmission.—Daimler fluid flywheel and pre-selector gear box, 4 forward speeds. Overall ratios: Top 4.56, third 6.71, second 10.05, first 17.47 to 1; reverse 23.7 to 1.

Final Drive.—Hypoid with four-pinion differential. Ratio 4.56 to 1 (9:41).

Suspension. — Front, independent by laminated torsion bars and wishbones. Girling telescopic dampers, anti-roll bar. Rear, half-elliptic leaf springs, telescopic dampers. Suspension rate (at the wheel): front 85 lb per in; rear 114 lb per in.

Brakes.—Girling Hydro-mechanical, two-leading shoe front. Drum diameter, 11in front and rear. Drum width 1¾in front and rear. Total lining area front and rear, 70.5 sq in.

Steering.—Bishop cam (cam and roller); 18 to 1 ratio at gear.

Wheels and Tyres.—Dunlop 6.70-15in on 5-stud steel disc wheels.

Electrical Equipment.—12-volt; 51 ampère-hour battery. Head lamps: double-dip, 42-36 watt bulbs.

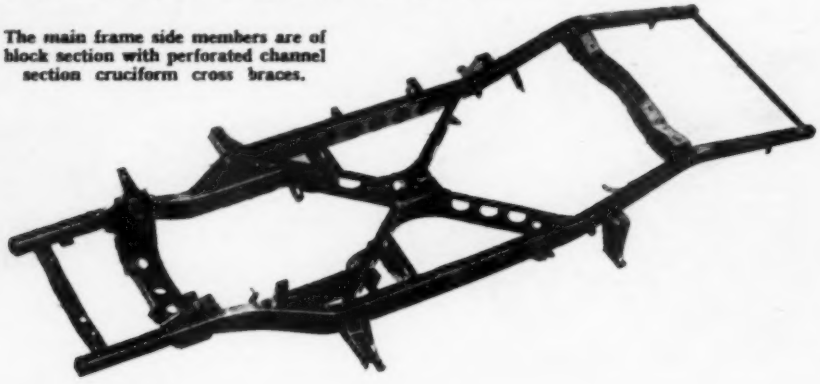
Fuel System.—15-gallon tank. Oil capacity 10 pints. Tecalemit full-flow filter.

Main Dimensions.—Wheelbase 8ft 8in. Track (front), 4ft 4in; (rear), 4ft 4in. Overall length 14ft 9¼in. Width 5ft 6in. Height, running trim, 5ft 5in. Ground clearance 7in. Turning circle 34ft. Weight (in running trim with 15 gallons fuel) 28¼ cwt.

Price.—£1,066; purchase tax in Great Britain £445 5s 10d. Total (in Great Britain), £1,511 5s 10d.

The laminated torsion bars for the independent front suspension are located parallel to, and on the inside of, the frame side members. The telescopic front dampers pass through the upper wishbones.

The main frame side members are of block section with perforated channel section cruciform cross braces.



"Hail to the Crown by

freedom shaped

. . . whose deep foundations lie

in veneration

and the people's love"

ROLLS-ROYCE

Bentley Continental Mulliner Saloon

H. J. Mulliner & Co., Ltd.

MOTOR BODY BUILDERS

Bedford Park Works

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No. 1496: DAIMLER CONQUEST SALOON

Although it is somewhat traditional in appearance, the new Daimler Conquest has well-balanced lines and a smart exterior style. The front wing line is swept back almost to the rear door; and both front and rear wheels are exposed.

The Autocar ROAD TESTS

IN previous pages the newly introduced Daimler Conquest is described in detail; the model has also been made available for Road Test, so it is possible to record on the one occasion not only the menu but also the results that can be expected from the finished product. People who, in the past, have considered the products of the Daimler company as expensive or sedate luxury transport will need to revise their ideas, at least in part, in relation to this newcomer, as the Conquest, at £1,066 basic price, is not only good value for money, but also provides a very useful performance. Yet it retains a measure of Daimler refinement and detail finish that will satisfy the needs of the owner-driver who requires a car that is much above the average.

Briefly, the Conquest incorporates a new, relatively short-stroke 2½-litre six-cylinder engine which, together with a Daimler fluid flywheel and four-speed pre-selector gear box, is fitted in a slightly modified Lanchester chassis. A number of the body pressings are also similar to those used for the Lanchester, but the frontal treatment is a modern conversion of the traditional Daimler style, which retains the well-known fluted radiator grille. The result is a car that provides very comfortable transport for four persons. With a mean maximum speed of just over 80 m.p.h., together with an overall fuel consumption of almost 20 m.p.g. when driven fast, it can be cruised comfortably at around the 70 mark on the very accurate speedometer found on the car tested, without the engine showing the least sign of being overworked.

More important than sheer maximum speed is the way the car behaves under normal conditions and also how it accelerates. A high top speed is of little use on normal roads if a car requires several miles of straight road in order to reach the maximum. In this respect the Conquest is very satisfactory. Whilst also it is very flexible and has lively acceleration, well maintained through the speed range. It is difficult to say just how flexible the engine is, as the action of the fluid flywheel produces smoothness even with the most ham-fisted (and footed!) of drivers at the controls. On top gear the car will accelerate comfortably from speeds as low as 6 m.p.h., while it can even be smoothly started from rest on top gear. On the other hand, if the gears are freely used, acceleration from a standstill to 60 m.p.h. can be accomplished in 20 seconds.

With a pre-selector gear box the method of driving, or more particularly of gear changing, differs from that used with a conventional arrangement. The gears are selected by a lever mounted on the steering column, but the actual engagement is performed by the pedal which is placed in the position usually occupied by the clutch pedal. Any desired gear can be selected by hand or pre-selected—in anticipation of requirements—but the change will not take place until the pedal is operated, and, following these operations, the car will not move (if it is already stationary) until the hand brake is released and the throttle is opened. Second gear is entirely satisfactory for normal starting from rest and its use for this purpose overcomes a slight tendency to creeping with first gear in use when waiting in traffic, though this is overcome by use of the hand brake or a touch on the brake pedal. This transmission arrangement, traditional to Daimler cars, results in a drive that provides a good measure of two-pedal control in dense traffic conditions. Generally, the change from gear to gear is very smooth, but some slight jerk can be provoked during a really fast change, such as is attempted, admittedly, by few drivers of a family type car.

Although a fairly conventional wishbone independent front suspension system is employed, a somewhat unusual arrangement of laminated torsion bars supports the car at

As well as a folding central armrest at the rear, combined door pulls and armrests are fitted to all doors. Ash-trays are placed in the backs of the front seats, and there are pull-out ashtrays in the front doors, in which are also small pockets. There is a lockable cupboard in the left of the facia, as well as a small open compartment to the right of the steering column.

The Conquest has a roomy luggage locker, but this does not result in an unduly bulbous appearance from the rear. Swivelling quarter lights are fitted at the front, while the windows behind the rear doors can also be opened slightly to increase ventilation. The fuel filler cap is placed horizontally on the left rear wing.

ROAD TEST . . . . continued

the front. This results in a fairly firm and well-controlled ride, and over all types of road surface the car handles well, although noise from regularly placed bumps in the road (such as cats' eyes) is quite noticeable, and tyre squeal can be produced at comparatively low cornering speeds. The roadholding is very good and the car has a feeling of general stability that inspires confidence. This is augmented by a slight understeer-characteristic that is present even when the car is fully laden. There is very little roll on corners, and passengers remain almost unaffected by brisk cornering methods. This Daimler hugs the road in a manner that enables particularly good averages to be made even over twisty road sections. The steering is not specially low geared, and does not feel dead; it gives the driver a good idea of what the front wheels are doing, without being excessively heavy or transmitting shocks to his hands. The turning circle is good.

Hydro-mechanical brakes are used, and it is pleasing to record that not only do they perform well in normal driving conditions, but also that no fade was experienced under the very severe conditions imposed during the performance testing. A relatively heavy pedal pressure is required to exert the maximum stopping power, yet the required pedal pressure for normal check braking is not unduly heavy.

The general noise level of this car's progress is relatively low, and even at high speeds wind noise is not excessive. With the windows closed there are no hissing or whistling sounds that are sometimes produced by the edges of doors or quarterlights. The body is also well insulated and does not boom. Mechanically and as regards the exhaust, the engine is quiet; there is some sound from the transmission in the indirect ratios, of the type usually associated with this form of gear box and transmission, but this is not excessive.

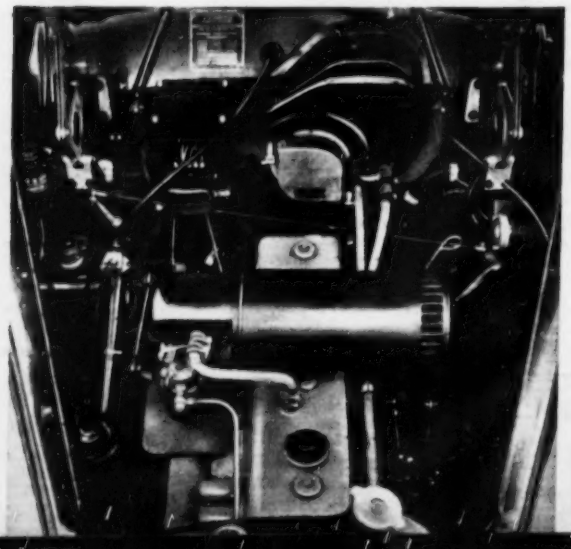
The driving position is very good; both the cushion and the back rest of the separate seat are of adequate proportions and are well sprung. The seat gives plenty of support for the driver's back and legs, and even after very many hours of driving there are no aches that result from unsupported muscles. The position of the steering wheel and pedals relative to the seat is also well arranged. It would be better if there were a little more space between the clutch pedal and the hump in the floor over the transmission cover, to allow the dip switch to be placed in line with the other pedals. An organ-type throttle pedal is set at a comfortable angle and is smooth to operate. The gear-changing pedal requires about the same operating pressure as a normal clutch pedal, although the length of travel varies according to the gear that is selected.

Placed to the right of the steering column, the hand brake lever is well positioned and effective. Fore and aft adjustment of the front seats is controlled by a lever that is easy to operate; they can be set level to form virtually a single bench seat. From the driving seat it is just possible to see the opposite side front wing. The deep, curved one-piece windscreen provides unobstructed forward vision, and although the screen pillars are relatively thick they do not obstruct unduly. The rear view mirror is fairly small but it is very well placed and more than covers the area shown by the rear window.

Instruments and Minor Controls

All the instruments, minor controls and switches are grouped in the central section of the polished facia panel, the speedometer occupying the central position. Although this layout results in an attractive appearance, it would be better from a driving viewpoint if the instruments were grouped in front of the steering wheel. The position of the instruments prevents reflection from them in the windscreen, but the plated direction indicator switch does cause a slight reflection. An extra position on the lighting switch operates the fog lights and at the same time switches off the head lights. A valuable and now all too rare fuel reserve and a hand throttle control are fitted on the facia. There is a rheostat to control the brilliance of the instrument lighting, and a warning light is used to indicate low oil pressure—a device

This view shows the general layout of the engine and its auxiliaries. The heater unit—standard equipment on this model—is fitted to the bulkhead behind the engine. The radiator and oil filler caps, as well as the dipstick, are readily accessible. The tank to the left of the carburettor and above the steering column holds oil for the automatic chassis lubrication system.



The floor of the locker is covered with rubber to protect the luggage. A separate lower compartment houses the spare wheel and tools. The locker lid is spring loaded so that it remains in the open position when required.

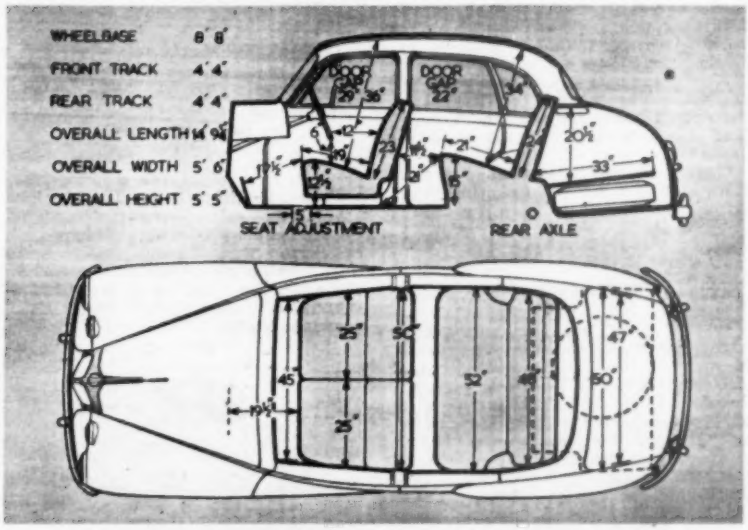
that is more likely to attract the driver's attention from this all-important viewpoint than the normal gauge. Twin wipers cover a wide area of the windscreen and wipe it effectively; the blades are parked by switching off the electric motor when they are at the end of the stroke.

The high degree of comfort built into the front seats is also found in the rear compartment, where the seats are again of ample proportions; the rear seat back rests are extended unusually high and provide specially good support, while a central armrest gives transverse location to the passengers if the driver is in a hurry. With this armrest folded back it is possible to carry three persons in the rear compartment on occasions. Fitted as standard equipment, the heater system functions quite well and the circulation of air can be increased by opening the hinged rear quarter lights. There is a useful parcel tray behind the rear seat. Capacious pull-out ash trays are built into the front doors.

Double-dip head lamps give a satisfactory beam and a useful spread of light. The horns, operated by a central button on the steering wheel, are also up to the car's requirements. Starting from cold was good; the engine warmed up quickly and required little use of the mixture control. On initial starting in the garage, with a gear selected and engaged there is a slight tendency for the car to creep, even with the throttle closed, because of the higher engine idling speed applying with the mixture control in use. Automatic chassis lubrication reduces maintenance time to a minimum, as well as ensuring that the car receives a regular supply of lubricant, and there are only eight points that require individual lubrication (three of them every 1,000 miles).

The new Daimler Conquest is of particular interest to the owner-driver who requires a car with a very useful turn of acceleration and speed, together with a high degree of passenger comfort and detail finish.

DAIMLER CONQUEST SALOON



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.56 to 1	6.71 to 1	10.05 to 1	17.47 to 1
10—30	9.7	6.9	5.3	—
20—40	10.1	7.2	—	—
30—50	10.8	8.3	—	—
40—60	12.8	—	—	—
50—70	15.5	—	—	—

From rest through gears to:

M.P.H.	sec
30	4.9
50	13.0
60	20.4
70	30.0

Standing quarter mile, 22.3 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	80.5	129.6
	(best)	81.0	130.4
3rd		50—60	80—97
2nd		30—39	48—63
1st		16—22	26—35

TRACTIVE RESISTANCE: 39 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	233	1 in 9.6
Third	323	1 in 6.8
Second	405	1 in 5.4

BRAKES:

Efficiency	Pedal Pressure (lb)
82 per cent	140
70 per cent	100
45 per cent	60

FUEL CONSUMPTION:
19.7 m.p.g. overall for 544 miles (14.3 litres per 100 km).
Approximate normal range 19–22 m.p.g. (14.9–12.8 litres per 100 km).
Fuel, First grade.

WEATHER: Dry; wind slight.
Air temperature 62 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of May 8, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	82.5
True speed:	10.5	20	30	39	48	59	68.5	78.5	81

DATA

PRICE (basic), with saloon body, £1,066.
British purchase tax, £445 5s 10d.
Total (in Great Britain), £1,511 5s 10d.
Extras: Radio, £38 1s 6d.

ENGINE: Capacity: 2,433 c.c. (148.4 cu in).
Number of cylinders: 6.
Bore and stroke: 76.2 × 88.9 mm (3 × 3½in).
Valve gear: Overhead, push rods.
Compression ratio: 6.6 to 1.
B.H.P.: 75 at 4,000 r.p.m. (B.H.P. per ton laden, 47.6).
Torque: 124 lb ft at 2,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.4.

WEIGHT (with 5 gals. fuel), 27⅞ cwt (3,100 lb).
Weight distribution (per cent) 50.3 F; 49.7 R.
Laden as tested: 31½ cwt (3,514 lb).
Lb per c.c. (laden): 1.44.

BRAKES: Type: F, Two-leading shoe. R, leading and trailing.
Method of operation: F, Hydraulic. R, Mechanical.
Drum dimensions: F, 11in diameter, 1¾in wide. R, 11in diameter, 1¾in wide.
Lining area: F, 70.3 sq in. R, 70.5 sq in. (89.5 sq in per ton laden).

TYRES: 6.70-15in.
Pressures (lb per sq in): 24 F; 24 R.

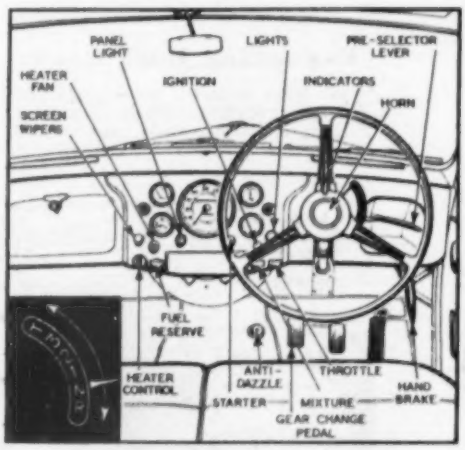
TANK CAPACITY: 15 Imperial gallons (including 1½ gallons reserve).
Oil sump, 10 pints.
Cooling system, 18 pints.

TURNING CIRCLE: 34ft 0in (L and R).
Steering wheel turns (lock to lock): 3½.

DIMENSIONS: Wheelbase 8ft 8in.
Track: 4ft 4in (F); 4ft 4in (R).
Length (overall): 14ft 9½in.
Height: 5ft 5in.
Width: 5ft 6in.
Ground clearance: 7in.
Frontal area: 22.3 sq ft (approximately).

ELECTRICAL SYSTEM: 12 volt; 51 ampère-hour battery.
Head lights: Double dip, 42-36 watt.

SUSPENSION: Front, Independent; wishbones and torsion bars. Anti-roll bar. Rear, Half-elliptic springs.

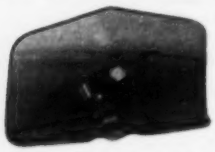


Accessories

Two Insect Deflectors

THE insect deflector seems to be a gadget which is enjoying a considerable vogue, and there are two new ones, the Termique and the Regalflector.

The Termique measures 9½ by 5in, is of V shape and its base is moulded into the shape of a plumber's pipe clip; three moulded-in spines lend the whole thing additional strength, and a slightly thickened rim is formed on the panel. It is,



The Termique insect deflector.

therefore, strong and rigid. There are various attachment clips, suitable for trapping under either alligator or side-opening bonnets, and the deflector can, of course, be just through-bolted to the bonnet top. It is of clear plastic. The makers are the Termique Co., 110, Cannon Street, London, E.C.4, and the deflector costs 7s 6d.

The Regalflector is of plainer styling, and is made of either clear or amber-coloured plastic. It measures 7½ by 4¼in,

An amber-coloured Regalflector.

and the panel is of V shape, the base being formed by bending round the panel for its entire width. There is a variety of fastenings. That shown in the photograph is one that can be slid over the tail of any bird or aircraft *motif* which has already landed on the bonnet. The deflector is very strong in the exploratory hands in which many plastic devices have broken. Regal Accessories (Bournemouth), Ltd., Exeter Road, Bournemouth, Hampshire, are the suppliers and the price is 16s 6d.

Expanding Roof Rack

THE latest version of the Victoria roof luggage rack has a platform of inverted V shape and semi-suction pads on ball joints at the corners. The transverse tubes are telescopic at each side, and the width of the rack can therefore be adjusted to suit any roof, from the very narrow to the very wide. The rack, which costs £6 12s 6d, is finished in black stove enamel and is a light one, weighing 18 lb only, although it has been found to be strong and not to "spread" when carrying a considerable load. The makers are Victoria Motoracks, Ltd., 35a, Bessborough Place, London, S.W.1.

Special Contact Breaker

AS the condition of the ignition contact breaker points is most influential in the running of an engine, a small degree of corrosion or burning away having a disproportionate effect, interest attaches to the claim for a new replacement set that they are made of a special high grade of tungsten. The makers are Runbaken Electrical Repairs, Ltd., 71-73a, Oxford Road, Manchester, 1, and the set costs 12s 6d.

There seems to be something in this claim; used in a staff car, the points have retained their surface and correct gap over a considerable mileage.

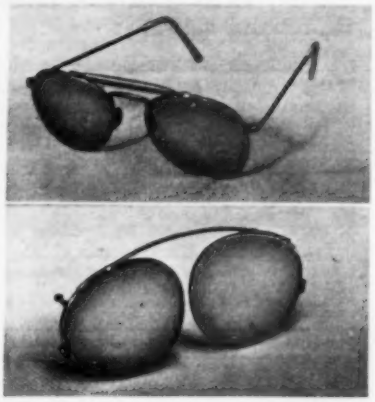
Night Driving Glasses

NIGHT driving spectacles with yellow sodium vapour glass are being put on the market by the Fish Optical Co., Ltd., McNeish House, 261, Harrow Road, London, W.2. The lenses are formed on a compound curvature, so that the eye never looks through the glass at an angle but always straight through. The frames are very well made, of nickel-silver, gold plated, and are light and strong. There are three Roadmaster models, the Super (17s 6d), Bridgebar (16s 6d) and Standard (16s 2d). There is also a clip-on version (the Clipover, 9s 10d), which is very light and has the good feature of square clips which will accommodate the rims of thick-framed spectacles; it is made in four sizes, 40 mm, 42 mm, 44 mm and 46 mm.

The same Roadmaster glasses are also made either with a semi-transparent mirror top with a definite lower edge (which some drivers find bothers them), or with a graduated mirroring, shading off, which is better but more expensive. Prices of mirror-top spectacles are Super £1 6s 6d, or £1 9s 6d with graduated mirror; Bridgebar £1 5s 3d or £1 8s 3d; Standard £1 4s 6d or £1 7s 6d; and Clipover 18s or 19s 11d.

The optical aspects of using yellow head lamps were the subject of an article in *The Autocar*, March 20, 1953. It dealt with the different effects of white and of yellow light on the human eye.

The mirror tops of some night driving



A bridge bar, for strength, and rocking nose-pads in the Fish Roadmaster Super night spectacles. The other night glasses are the Clipover model, for spectacle wearers.

spectacles serve exactly the same purpose as a vizor; the driver looks along his kerb through the yellow spectacles, and is shielded from approaching head lamps by the mirror tops, through which head lamps have the appearance merely of large side lamps. But most drivers find that the plain yellow glasses, without mirror tops, meet their needs.

Mountings and adjustments of the new Raydyot sun vizor.

New Sun Vizor

MOUNTED on a suction disc with a chromium-plated metal cap over it, a new Raydyot sun vizor has a rotating elbow and a universal ball joint in its mounting arm, so that it is adjustable in every plane. The panel of the vizor is green-tinted Perspex and measures 11¾ by 4¼in. The makers are James Neale and Sons, Ltd., Graham Street, Birmingham, 1, and the cost is 15s.

Rust Solvent

A RUST solvent, Plus-Gas Formula A dismantling fluid, has been introduced by the Plus-Gas Co., Ltd., Plus-Gas House, 89, Cromwell Road, London, S.W.7. It costs 3s 9d a half pint.

It has an oily base, and is not a phosphiding compound. It has been found effective in freeing rusted components, such as bumper nuts.

The Victoria roof rack has a floor of shallow inverted-V shape.

Sketched at The Berkeley Hotel 1953 by Noel McVeigh.

Beautifully appointed . . . fast for the purposeful driver : docile in Town. On the continental run . . . comfort and power to spare. Four-speed electrically-operated Preselector gearbox : or alternatively four-speed synchromesh . . . as you wish. Over 120 brake-horsepower giving economical and fast motoring. Steering, brakes and road-holding are all superb. Truly a car of character . . . a car for the connoisseur.

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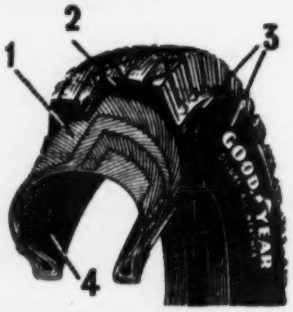

1 Strong, Resilient Cord Carcass
2 Thicker, Deeper Tread
3 Tougher Shoulders and Sidewalls
4 Protective Rubber Liner

You can trust

GOODYEAR

FOR LONG LIFE AND LASTING WEAR

Two thoroughly good cars

SINGER MOTORS LIMITED · BIRMINGHAM AND COVENTRY

Riley

offers you

'MAGNIFICENT MOTORING'

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★Lower Basic Prices ★Lower Purchase Tax

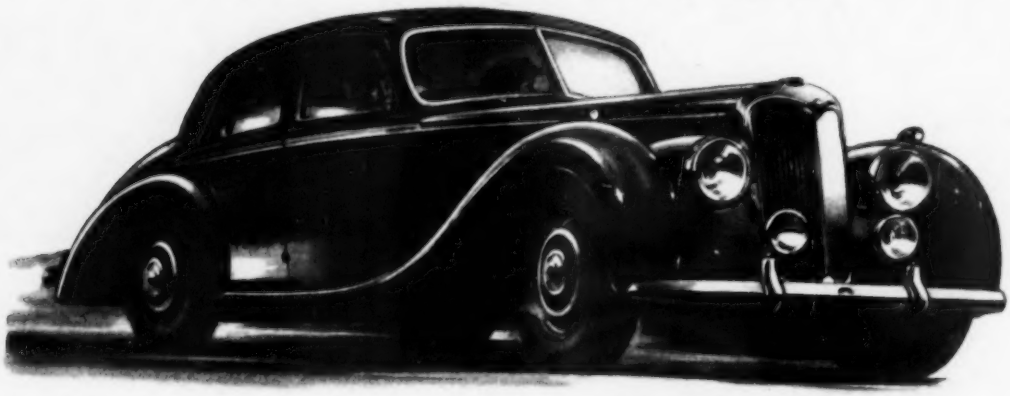
OLD PRICES

1½ litre saloon **£860**, plus **£359.9.2d.** Purchase Tax. 2½ litre saloon **£1055**, plus **£440.14.2d.** Purchase Tax.

NEW PRICES

1½ litre saloon £825, plus £344 . 17 . 6d. Purchase Tax.
2½ litre saloon £925, plus £386 . 10 . 10d. Purchase Tax.

These important price reductions place this car of rare character, with its superb performance and fine craftsmanship, within the reach of a wider circle of motoring enthusiasts.



BMC

RILEY MOTORS LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: RILEY CARS, 55-56 PALL MALL, S.W.1. Overseas Business: Nuffield Exports Ltd., Oxford & 41 Piccadilly, London, W.1

NEW CARS DESCRIBED

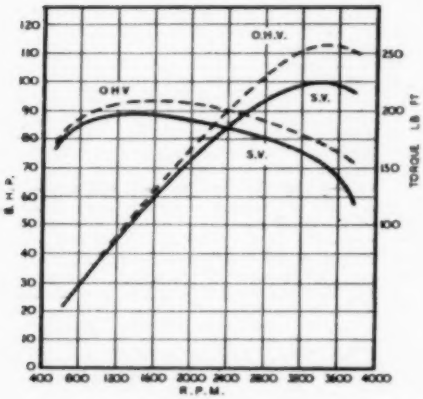
The impressive bodywork of the Pullman has not been changed.

O.H.V. for HUMBER PULLMAN and IMPERIAL

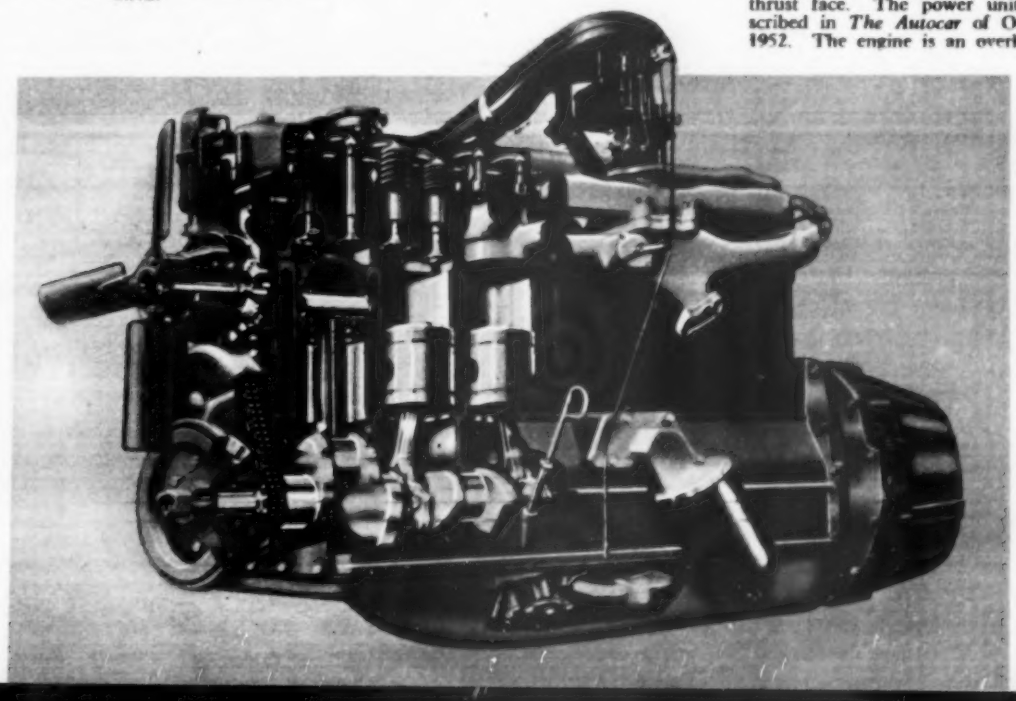
WIDER BRAKE DRUMS, LARGER TYRES AND SUSPENSION CHANGES

WHEN an overhead valve engine was introduced in the new Humber Super Snipe last year it could be visualized that the unit might well be fitted to the Pullman and Imperial cars as well. Not only would this reduce the number of different engines in production, but, more important as far as the owner is concerned, the new engine would give an even better performance. This modification has recently taken place and these two models are now both powered by the overhead valve engine which produces 113 b.h.p. at 3,400 r.p.m. compared with 100 b.h.p. at the same speed for the previous side valve engine. Mechanically, both the Imperial and the Pullman are similar, the only difference being in the interior trim. There are a fixed driving seat and a division in the Pullman, which is intended as a chauffeur-driven car, while the Imperial is designed for the owner-driver; it has a bench-type front seat and no division. Externally the only difference between the two cars is that the Pullman has two external driving mirrors (because of the division) in place of a single internal mirror in the Imperial.

Although these models are designed to carry up to eight persons they possess very good handling qualities, a factor that tends to make the driver forget that he is controlling a large vehicle. This feature has recently been further improved by modifications to the front suspension. The transverse leaf spring has been stiffened by fitting an extra blade, while to produce lighter handling qualities taper-roller bearings are now used on the king pin thrust face. The power unit was described in *The Autocar* of October 17, 1952. The engine is an overhead valve

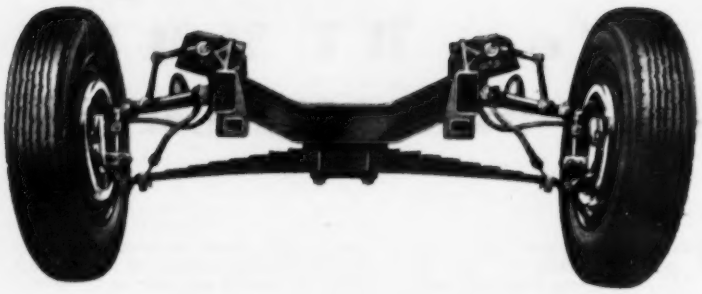


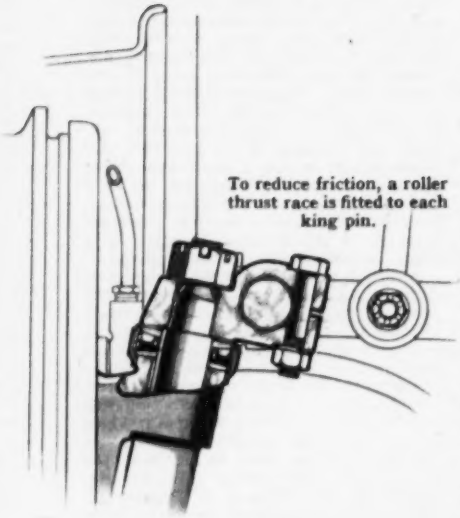
In the cutaway view (below) of the o.h.v. engine for the Pullman and the Imperial is seen the arrangement of the side camshaft, rockers and overhead valves. The crankshaft has seven bearings. Respective power outputs of the new o.h.v. and the former side valve engine are shown in the graph on the left.



O.H.V. for HUMBER PULLMAN and IMPERIAL . . . continued

The big exhaust silencer runs transversely. (Below): The front suspension, which now has springs with 5in blades.





To reduce friction, a roller thrust race is fitted to each king pin.

six-cylinder unit, designed to stand up to hard work; the main components are very robust.

For example, the crankshaft is supported by seven main bearings. This in turn results in a very stiff crankcase and block, as the webs necessary to support the bearing housings also stiffen the structure. Balance weights are fitted between Nos. 1 and 2, 3 and 4, and 5 and 6 big-end bearings. There is also a torsional vibration damper on the front of the crankshaft. The crank chamber extends well below the crankshaft centre line and this results in a simple flat sump joint. The side camshaft is driven by a duplex chain and operates the overhead valves by push-rods and rockers. There are two valve springs per cylinder. An external oil filter is bolted to the crankcase and the pump is provided with a floating intake filter. A 10in diameter clutch transmits power to the four-speed gear box, which has synchromesh on top, third and second gears, the final drive being by a semi-floating spiral bevel axle.

To cope with the increased performance potential the brake lining area has been enlarged from 162 to 208 sq in by increasing the width of the 12in diameter brake drums from 1¾in to 2¼in. Apart from the suspension details already mentioned, piston-type dampers are now used, and the tyre size has been increased to 7.50-16in. On the front spring the blades have pads made of an anti-friction material, and a gaiter is not now fitted. A small but rather important detail change has been made to the throttle linkage, which is now operated by rods and levers (in place of cables); apart from providing a more positive means of control, this system is less likely to freeze up in cold countries.

SPECIFICATION

Engine.—6 cyl, 89 × 111.13 mm (4,139 c.c.). Compression ratio 6.48 to 1. 113 b.h.p. at 3,400 r.p.m. Seven-bearing crankshaft; steel-backed white-metal bearings. "Bath-tub" combustion chambers. Overhead valves operated by push rods and rockers; single side camshaft.

Clutch.—Borg and Beck, 10in diameter dry single-plate.

Gear Box.—Synchromesh on all forward gears. Overall ratios, top 4.09, third 5.81, second 8.57, first 12.78 to 1; reverse 13.55 to 1. Steering column gear lever.

Final Drive.—Semi-floating spiral bevel; ratio 4.09 to 1. Four-pinion differential.

Suspension.—Front, independent transverse leaf spring and wishbones. Rear, half-elliptic.

Brakes.—Lockheed two-leading-shoe front. Drums 12in diameter, 2¼in wide front and rear.

Steering.—Burman high-efficiency variable ratio. 4½ turns from lock to lock.

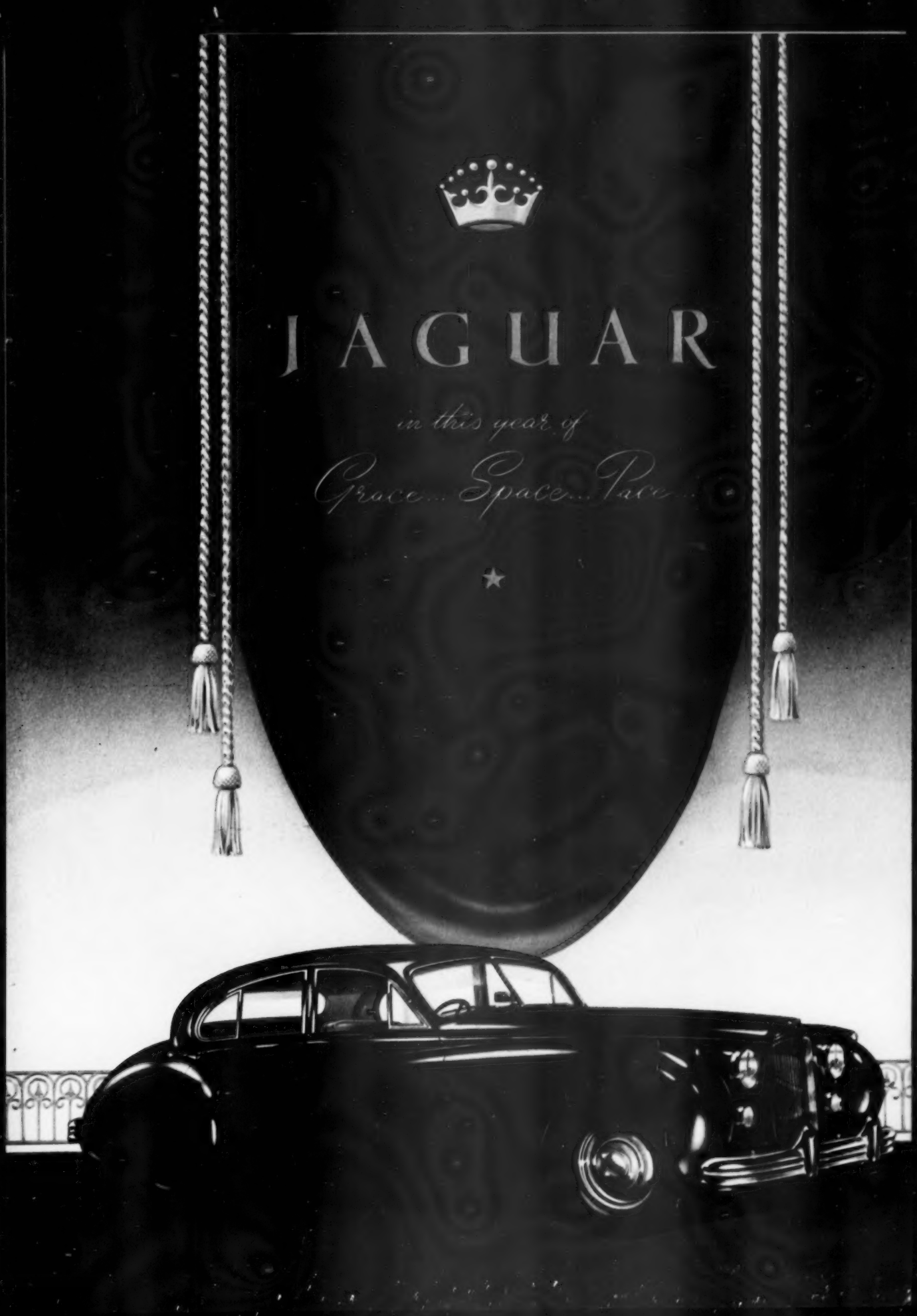
Wheels and Tyres.—Dunlop 7.50-16in on 5-stud disc wheels.

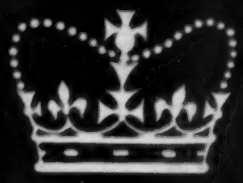
Electrical Equipment.—12-volt; 64 ampère-hour battery. Head lamps 42-36 watt bulbs.

Fuel System.—15-gallon tank. Mechanical pump. Sump capacity 15 pints. Full-flow filter. Cooling system 32 pints.

Main Dimensions.—Wheelbase 10ft 11in. Track, front 4ft 9⅛in; rear 5ft 2¼in. Overall length 17ft 7⅞in. Width 6ft 2¾in. Height 5ft 9¼in. Ground clearance 8in. Frontal area 25.5 sq ft (approx.). Turning circle 48ft. Weight (in running trim with 15 galls fuel), 43½ cwt (4,872 lb), Pullman; 43¼ cwt (4,844 lb), Imperial. Weight distribution, front 44 per cent Pullman; 44½ per cent Imperial

Comfortable interiors of the Imperial (left) and the Pullman.


JAGUAR
in this year of
Grace... Space... Pace...



God Bless Queen Elizabeth II

and

ALL HER FAMILY

Published as a Tribute on the Occasion of Her Majesty's Coronation by
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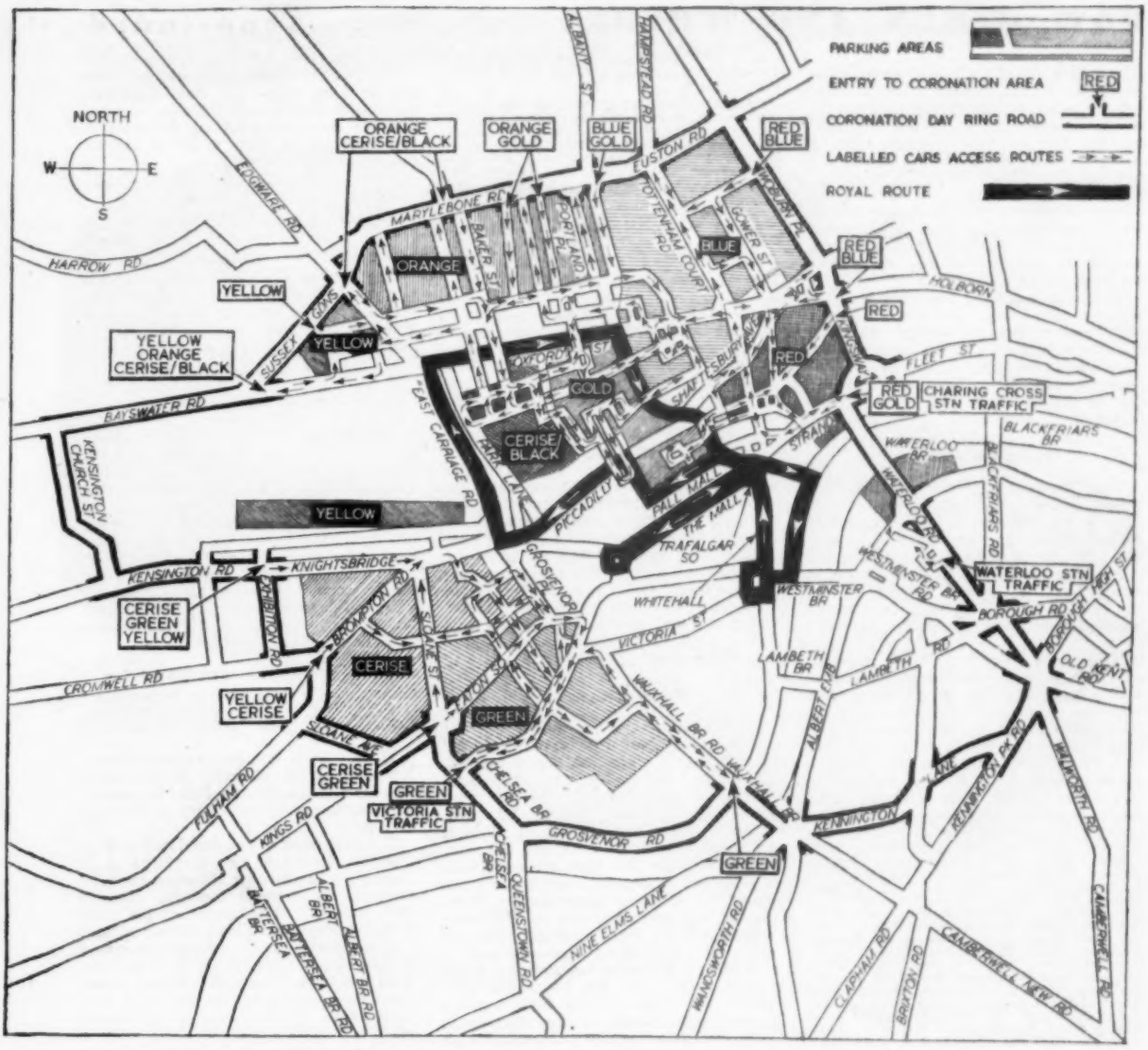

HOW, WHEN AND WHERE?

TRAFFIC AND PARKING ARRANGEMENTS FOR LONDON'S GREAT DAY

THE processional route of the Coronation of Her Majesty Queen Elizabeth II, on June 2, can embrace only a comparatively small part of London; and, because such great crowds of people must be accommodated safely within this restricted area to see the day's pageantry, it is necessary that strict traffic regulations are enforced by the police. These regulations have been planned to help both motorists and pedestrians. London's "Bobbies" often resemble the proverbial kindly uncle in times of need, and the squads of police who have been under special "crowd control" training during the winter months will undoubtedly be helpful, if overworked, pillars of strength.

From midnight on Monday, June 1, the Coronation area (those roads encircled by the outer ring road, as shown on the accompanying map) will be closed to traffic.

Although the police urge spectators to use the services of public transport to arrive at the route on Coronation day, many motorists will prefer to use their own cars for personal reasons of convenience. The London Transport Executive, in conjunction with the police, has issued free a special coloured folder map, giving full information on how to get to the different sections of the route by car or by public transport. This is obtainable from the London Transport Executive, 55, Broadway, London, S.W.1.

The Automobile Association has also published a Coronation map. This is reversible, and shows on one side the Greater London area, with recommended routes leading to the centre; on the other side a map of the actual Coronation area shows entrances for cars, car parks, and so on. It is available free to members from the A.A. London office or any A.A. branch office.

Spectators who decide to travel by car must have the essential police windscreen labels, for only those vehicles displaying these labels will be allowed to enter the area from 2.30 a.m. on June 2. Application for these should be made by letter (personal or telephone calls cannot be dealt with) as soon as possible, to the Commissioner of Police of the Metropolis

HOW, WHEN AND WHERE? . . . . . continued

(Coronation Traffic Department), New Scotland Yard, London, S.W.1. Envelopes, stamped in the ordinary way, should be marked "Windscreen Labels" on the top left-hand corner, and a stamped addressed envelope, measuring not less than 7½ × 5in, must be enclosed. In order that a windscreen label of the correct colour may be issued, the part of the processional route which it is desired to reach must be stated in the application, and, in the case of Piccadilly, the side of the road (north or south).

The route is divided into seven separate sections, each with its own distinct colour; each section has its specific coloured directional markers and car parking area, that must be observed by drivers to prevent unmanageable congestion. A driver will be directed according to the colour of his windscreen label.

Overnight Parking

Cars may be garaged within the restricted Coronation area on the night of June 1, but if drivers of such cars intend to proceed to the route on June 2 they also will require the essential windscreen label. No label is required if the car is needed only to travel to a point outside the area on June 2, but the most direct signposted route to the outer ring road must be taken.

This outer ring road, which is about one mile from the processional route, is being kept as a free circuit for drivers wanting to avoid the Coronation area. The points of entry from it into the area itself are to be fully signposted by the R.A.C. and A.A. Patrolmen of these two organizations will be touring the area all day, ready to offer assistance and advice where needed. The ring route, going westwards, is as follows:

Prince Albert Road, St. John's Wood Road, Clifton Road, Clifton Gardens, Warwick Avenue, Harrow Road, Westbourne Park Road, Ladbroke Grove, Holland Park Avenue, Holland Road, Warwick Road, Finborough Road, Gunter Grove, Cremorne Road, Cheyne Walk, Battersea Bridge, Battersea Bridge Road, Battersea Park Road, Queenstown Road, Clapham Common (North Side), Long Road, Clapham Common (South Side), Clapham High Street, Clapham Road, Kennington Park Road, Newington Butts, Newington Causeway, Borough High Street, London Bridge, Queens Street, Princes Street, Moorgate, City Road, Pentonville Road, Euston Road, Pancras Road, Crowndale Road, Campden High Street, Park Way, then Prince Albert Road

Destinations

Suggested routes to the Coronation area, and the colours of the sections into which the processional route has been divided are:

ORANGE—Marble Arch, Oxford Street, Oxford Circus: Proceed direct, or by the outer ring road, to one of the following roads; then follow ORANGE signs. Bayswater Road, Edgware Road, Baker Street, Marylebone High Street, Harley Street.

BLUE—Regent Street, Piccadilly Circus, Haymarket: Direct, or outer ring road, to one of following; then follow BLUE signs. Great Portland Street, Tottenham Court Road, Tavistock Square, High Holborn.

GOLD—Pall Mall, St. James's Street: Direct, or outer ring road, to one of following; then follow GOLD signs. Great Portland Street, Harley Street, Marylebone High Street, Strand.

GREEN—Queen's Gardens, The Mall: Direct, or outer ring road, to one of following; then follow GREEN signs. Kensington Road, Sloane Square, Vauxhall Bridge Road.

RED—Trafalgar Square, Northumberland Avenue, Victoria Embankment, Bridge Street, Parliament Square, Broad Sanctuary, Parliament Street, Whitehall, Cockspur Street: Direct, or outer ring road, to one of the following; then follow RED signs: Tottenham Court Road, Tavistock Square, Strand, Great Queen Street, High Holborn.

CERISE—Piccadilly: Direct, or outer ring road, to one of following; then follow CERISE signs. Piccadilly (north side), Bayswater Road, Baker Street, Edgware Road (south side), Kensington Road, Sloane Square, Brompton Road.

YELLOW—Hyde Park, East Carriage Road: Direct, or outer ring road, to one of following; then follow YELLOW signs. Bayswater Road, Southwick Street, Kensington Road, Brompton Road.

The parking areas (as on the accompanying map) have, of course, only a limited amount of space available, and motorists should make a very early start. No cars are allowed on the route itself; passengers will have to disembark at specific points and make their way on foot to the vantage points. Full instructions for cars will be printed on the back of each label.

Those fortunate enough to have seat tickets for the grandstands will find that the quickest and most convenient way of reaching their seats is to approach the route by side streets, and to follow parallel streets to the route, rather than to try to walk along the route itself. Ticket holders who have to enter or cross the processional route are strongly recommended by the police to be in their places by the following times at the very latest. Green and Red, **6 a.m.**; Gold, Cerise and Yellow, and Haymarket, **7 a.m.**; Orange and Blue, except Haymarket, **9 a.m.**

Royal Timetable

The Royal route is shown on the accompanying map. Provisional times for Her Majesty's procession are as follows. Leave Buckingham Palace, 10.26 a.m. Arrive Westminster Abbey, 11 a.m. Leave Westminster Abbey, 2.5 p.m. Arrive back at Buckingham Palace, 4.30 p.m. As can be seen from the map, spectators along The Mall, the south side of Parliament Square, and around the Abbey will see the procession twice; those on the south-western side of Trafalgar Square will see it three times; while the rest of the route has a once-only view.

When the police have admitted as many people as can see the procession with safety, the gates of the high barriers erected across some of the main roads leading to the route will be closed. Crush barriers along the route will keep some corridors clear to the route, and prevent uncontrolled pressure from the enormous crowd.

An obvious necessity for the day is a full tank of petrol—enough at any rate to last the day's journey. After the problem of getting into the area comes the inevitable one of getting out of it again. Here again, it is necessary to follow the directional markers; the police hope to have the area cleared by 7 p.m. on June 2.

Even the peers and peeresses will make a point of having at least enough food to last them the day in the Abbey. It is wise to carry enough food for the whole family, for one cannot rely upon outside catering facilities for meals.

The R.A.C. and A.A. have every service to offer the motorist from abroad in this country. Their Coronation departments are at:

Royal Automobile Club, 31, Belgrave Square, London, S.W.1. (Head Office), 83, Pall Mall, London, S.W.1.

Automobile Association, Fanum House, New Coventry Street, London, W.1.

Coronation enquiry departments are also at Thos. Cook and Son, Ltd., and the British Travel and Holidays Association (the latter has a full list of events in the British Isles likely to be of interest to visitors from abroad):

Thos. Cook and Son, Ltd., Berkeley Street, Piccadilly, London, W.1.

British Travel and Holidays Association, Queen's House, 64-65, St. James's Street, London, S.W.1.

The London Hotels Information Service will help visitors to obtain hotel and boarding house accommodation in and around London for the Coronation:

London Hotels Information Service, 88, Brook Street, London, W.1.

Overseas Visitors

Visitors from abroad will probably want to see more of this country than just the Coronation procession. Within the last year motoring in England has become a little more comfortable in some respects; tram lines in and around London are being removed, and British motorists are still celebrating the return of branded fuels to the home market. Approximate price of the best quality premium fuels, which are generally about 80 octane, is 4s 5d a gallon: lower grades cost about 4s 2d a gallon, and are about 70 octane.

METRIC CONVERSIONS

British Gallons to Litres	Miles to Kilometres
1 gallon—4.54 litres	1 mile—1.60 kilometres
5 gallons—22.73 litres	1 kilometre—0.62 miles
10 gallons—45.46 litres	5 miles—8.04 kilometres

If the car is brought into the United Kingdom by the passenger in the normal way for a temporary stay here, the following documents are necessary at the port of entry:

(1) International Touring Document (a Customs Pass) for the car; that is, a *Carnet de Passages en Douanes*, supplied through the national motoring club of each country. This document by international agreement allows the car to pass through the Customs without its owner having to pay Customs duty; it provides for a stay of up to one year, but the agreement does not permit the car to be lent, sold, hired, given away, or exchanged while it is in the British Isles.

(2) An International Driving Permit is necessary for the driver, and any member of the party who will share in the driving of the car in this country. If this is produced at the port of entry, the R.A.C. or A.A. officials issue free of charge the essential British driving licence.

(3) A car may be driven with its own registration plates in the United Kingdom if the owner has an International Certificate for Motor Vehicles. The R.A.C. or A.A. port officials supply temporary registration plates for use here if the latter document is not carried.

Motorists must also be insured against third-party risk; this can be arranged by the A.A. or R.A.C. once a motorist has arrived in England. Port officials of these two organizations supply a copy of the Highway Code, explaining the rules of the road throughout Great Britain, and a windscreen sticker illustrating all the road signs in general use.

The road numbering in this country is quite simple. "A" roads are trunk roads; "B" roads are secondary main roads in good condition, and unclassified roads are invariably quite safe for cars unless otherwise stated.

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Perfect town manners. *Quiet and obedient to the touch, compact and manœuvrable for parking, the CONQUEST is the car for the man with business in town or the woman with shopping to do.*

Magnificent country performance. *Its pace makes it invaluable equally for cross-country business trips and sports meetings, weekends and tours. Try out the CONQUEST at your nearest Daimler dealer.*

BY APPOINTMENT
The Daimler Co. Limited
Motor Car Manufacturers
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Enter the dashing new Daimler CONQUEST

AN OVER-80 MPH CAR LISTED AT ONLY £1066 (Plus £445.5.10 P.T.)

The CONQUEST—sleek, luxurious, fast—is a brilliant combination of Daimler dignity and 2½ litre dash. Its magnificent speed has been made possible by greatly improving its power/weight ratio. It brings a true aristocrat into the medium price range. The CONQUEST has elegance for town, speed for country, and a spaciousness that belies its medium size and makes it a really useful family car. Four travel in luxury—five in ease—on seats deeply upholstered in soft leather. The floor, from front to back, is flat and unobstructed, and the luggage compartment is 3ft. deep and over 4ft. wide.

NOTE THE DAIMLER FLAT FLOOR

THE LUXURY OF FLUID TRANSMISSION

To drive the CONQUEST is a new experience in effortless enjoyment. The curved windscreen and rear window give wide vision front and back. *Laminated* torsion bars and adjustable telescopic shock absorbers positively deny the existence of bad road surfaces and sharp bends. But the height of driving luxury comes from the unique Daimler feature of fluid flywheel transmission coupled with a pre-selector gearbox, giving a smooth gear-change that has to be experienced to be believed.

PRINCIPAL TECHNICAL FEATURES

★ *Engine—6 cylinder O.H.V.; 75 b.h.p. (21 h.p., R.A.C. rating). Petrol consumption 23 m.p.g. (at constant 50 m.p.h.)*

★ *Transmission by fluid flywheel* and pre-selector gearbox.*

★ *Automatic chassis lubrication.*

★ *Girling brakes on 11" drums with area of 148 sq. ins.*

★ *Full flow oil filter in the engine lubrication system reduces engine wear.*

★ Laminated *torsion bar independent front suspension.*

**Licensed under Vulcan-Sinclair and Daimler patents*

This fully descriptive broadsheet is available free on request to the Daimler Co. Ltd., Bureau 2, Coventry.

'National' is the ideal blend of both

However good petrol may be, blending Benzole with it makes it better for your car. *Better for starting*, because Benzole so very easily turns into a dry, easily-ignited vapour even on icy days. *Better for smooth, quiet running*, because Benzole is a fine anti-knock agent as well as a fuel, giving the piston a powerful shove in place of a harsh, hefty wallop. And best of all—*Benzole is better for more miles per gallon* because Nature herself has packed into every drop of Benzole more power—more energy—than she has packed into petrol.

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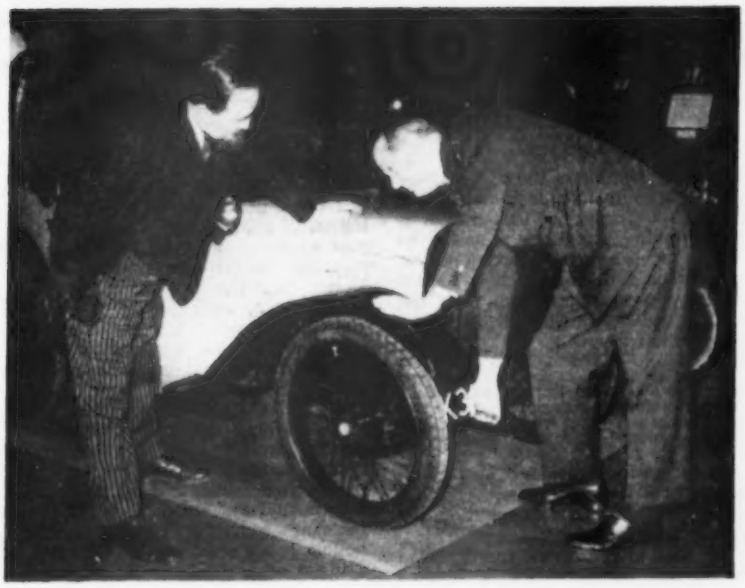
(The distributing organisation owned and entirely controlled by the producers of British Benzole)

NEWS and VIEWS



After the presentation of the 1922 prototype Austin Seven to the Science Museum at South Kensington (referred to in "The Autocar" last week) Colonel A. C. R. Waite, M.C., deputy chairman of the Austin Motor Export Corporation, swings the engine of the little car, watched by Dr. Sherwood Taylor, Director of the Museum. In the Correspondence pages is published a plea that there should be a national car museum in which more of these historic cars might be preserved.

Ford Strike

PRODUCTION in the Ford factories in the United States has practically stopped because of a strike by 2,500 workers concerned in the manufacture of coil springs, wheels and mechanical parts.

No Limit

EFFORTS of the motoring organizations have resulted in the derestriction of nearly half a mile of Barrhead Road, Glasgow (A736). The imposition of the limit had followed an extension of the street lighting.

Magnesium Bodywork Shown In U.S.A.

AT the International Magnesium Exhibition recently held in Washington D.C., U.S.A., a British exhibit was the lightweight magnesium-alloy saloon body built on a modified Allard J2 chassis by Essex Aero, Ltd., Gravesend, Kent. The body was described and illustrated in *The Autocar*, November 14, 1952.

TV Suppressors

THE Post Office, with the support of the motoring organizations, has issued a last-minute appeal to motorists to have ignition suppressors fitted to their cars before the Coronation. It is estimated that some 20 million people will see the Coronation, including the Abbey Ceremony and the procession, on television.

Hillmans in Japan

ACCORDING to newspaper reports from Tokyo, the Isuzu motor company of Tokyo will soon be ready to start assembly of Hillman Minx cars from imported British parts. With technical assistance from the Rootes Group, some imported parts will gradually be replaced with those made in Japan. It is expected that the initial production rate will be about 100 cars a month.

Register of Instructors

THERE are now some 750 driving instructors registered with the R.A.C. in schools throughout the country. The examination of driving instructors for the R.A.C. diploma was begun in 1935, the year after compulsory tests were introduced, and all appointments are reviewed annually. It is a condition that driving schools registered with the R.A.C. shall use only R.A.C.-qualified instructors, and the club feels that in this way a high standard of instruction is being maintained.

Sicilian Tour

SPONSORED by a Sicilian tourist organization in an attempt to demonstrate the consistency and reliability of Italian cars, an Alfa Romeo 1900 saloon is making a 12,500-mile tour of the European capitals. On April 12, the car left Palermo, and it arrived at the Criterion Restaurant, in Piccadilly, London, on Thursday, April 30.

It was intended to cross to Ireland and visit Dublin but, because of bad weather and the delays in crossing, this visit was abandoned.

An average speed of 37.5 m.p.h. is being maintained throughout the journey and 12 hours are being spent in every capital; the car was three minutes late at Oslo. The drivers are Signors Renier, Bentley and Azzoline. The car was a source of considerable interest in London, where the practice of painting brightly coloured advertising slogans all over the bodywork is not widely used. The tour finishes at Palermo on May 17.

NEW ROAD NUMBERS

QUICK to operate after a decision had been made, the Ministry of Transport has now accomplished a switch round in the road numbering of many sections of trunk routes. Motorists, particularly in the London area, will have seen "A" road numbers neatly struck out with a red diagonal line, and new numbers attached to the sign.

In this method the Ministry has acted sensibly, for road maps bear the old numbers, and the red line, where numbers are changed, does not obscure the previous figures, which will still conform to the map. The purpose of these alterations is also commendable, and may be explained by taking an example. On approaching London on A1 from the north, one reaches a point at which A1 turns left but London traffic is arrowed straight on along A555. This is because A1 thereafter makes its tortuous way through the traffic of Barnet, and so on. A555 is a fast by-pass for traffic uninterested in the outskirts. For this reason A555 is now recognized as A1, because it is, in effect, the trunk route for London.

The same applies elsewhere. Where a by-pass has been constructed it takes over the appropriate trunk route number and makes for simplicity for the driver on a "trunk" journey.

Motorists who use A406, the North Circular Road, in London may also have noticed a rather unusual operation at the cross roads at Neasden, where a big roundabout has been removed. The moral here has been shown; a roundabout is effective if traffic does not reach saturation point, but if it does, it becomes a death blow to traffic flow.

A.A. in Edinburgh

NEW offices at 20 to 22, Melville Street, Edinburgh, have been taken by the A.A. to meet the increasing demand upon the Association's services in that area. The telephone number remains Caledonian 6591.

Renault in Japan

ASSEMBLY of Renault 750 cars in Japan has now been confirmed by the company in Paris. Hino Diesel Industry is the Japanese firm concerned, and the agreement is for seven years. Up to a fortnight ago 70 Renaults were already in Japanese hands.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Business

AS an illustration of the competitiveness of modern business the experience of a motorist in Sarawak is worth quoting. He wrote to us for the address of the manufacturers of an average speed device which is Italian. He thereupon ordered one from the makers, and it is sufficient to quote a part of the reply:

"We will, of course, be in a position to send to Naples at the time of arrival there of the Italian liner *Roma* a device with the suitable accessories on the condition that you let us have timely answers to the questions 1 to 6 of the enclosed folder. . . ."

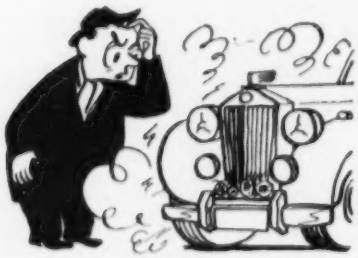
The "enclosed folder" is in four languages — Italian, French, English and German—and the six questions are precise and unequivocal.

I hope British firms are equally clued up on such business; I believe many of them are, particularly in the motor industry. What I am certain about is that they are not in some industries, for, as it happens, I have just had a run of unlucky experiences with another industry which have made me wonder.

✦ ✦ ✦

Blinds

A TRIUMPH owner relates an amusing experience. He fitted a radiator blind, which was lowered after the engine had acquired the necessary running temperature. The trouble was that the blind refused to drop when the control was released. Yet it was quite free when he stopped to investigate the



Running temperature.

trouble. After some time he realized that the air pressure against the blind while the car was in motion was sufficient to stop it from responding to the control, and I am prepared to bet that few motorists have not experienced something similar in the way of faults that aren't.

✦ ✦ ✦

On Wheels

THERE is one vehicle, to be seen in the neighbourhood of Chertsey, Surrey, behind which I am always glad to slow down, for it is one of those horse vans of thirty years ago, in which are all the offerings of the general stores. Advertisements for grate polish and brass polish adorn the sides, the strings of shiny kettles hang from the roof and the cards of all the latest remedies tempt the hypochondriac. Under the chassis swings the big paraffin can, and the coconut mats glow in the spring sun. It always reminds me of one single fatuous line of a child's poem about such a tradesman: "He clashes the basins like a bell . . ." though if there was much basin clashing, not to mention a bob minor performed in true campanological style, I should imagine the basins would suffer and the customers, too. Anyway, good luck to this pleasant survival; the owner need have no fear of my car chivvying him to get a move on.

✦ ✦ ✦

Dipstickitis

THE mystery of my dipstick and its half or full reading (April 3) has deepened. Ignominy is heaped upon the Scribal head because he promised to give the service manager's theory and this has proved erroneous. It was the same as advanced by a reader—that the end of the stick dipped into a snugly fitting tube which continued below the level of the oil in the sump, with the result that it took time for the oil to flow up the tube to the true level on the stick. The trouble is that the car in question has no such tube, the end of the stick dipping freely into the sump level. Well, now, there's a thing; any more theories? Incidentally, surface tension is not the answer, because the false mark is always in the same place—half-full. Come to think of it, that would have ruled out the tube theory as well.

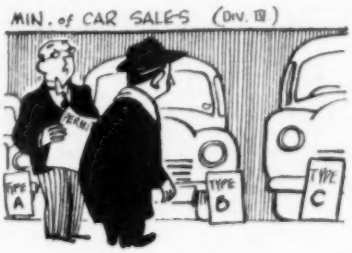
✦ ✦ ✦

Not So Bright Future?

ONE of the most recent publications from the United Nations at Geneva deals with the production and consumption of flat steel products (sheet and so forth), and I have been reading the chapter on the motor industry. Very interesting, but my heart sank as I scanned the conclusion. The book advocates concentration on three types of car—as roughly instanced by the 2 c.v. Citroen, a descendant of the Model T Ford, and something directly competitive with the Chevrolet or Buick. It is careful to add that some of the other models might be retained, but that success could attend only a radical reduction.

My reaction is that other motorists are welcome to the workaday motoring world that is implied by this "rationalization." It is true that three such types would provide adequate transport for everyone, but adequate transport is not motoring; motoring embraces something æsthetic, something valuable as such, and something that I am not prepared to sacrifice for all the efficiency in the world.

Let me give a homely example of that "something." At home we use a Victorian tea caddy in mahogany and teak; it has two small lead-lined compartments, closed by square lids with



Three types.

little knobs on them. The whole is heavy and needs polishing; I frequently mix the lids up (they are not interchangeable owing to inaccurate measuring) and the lid is not easily opened because it has no handle.

A plain tin with a hinged lid would be more efficient in every way; but I wouldn't leave my little wooden tea-caddy for you, the United Nations, and all the tea in China.

✦ ✦ ✦

Unavailable

SOMEONE rang me up the other day to know where a copy of the Highway Code could be purchased. Bookstalls had been tried, and also the local authorities, without result. I suggested the Ministry of Transport or the Royal Society for the Prevention of Accidents, and I hope a copy was eventually obtained. I hope, also, that this isn't typical of the availability of the Highway Code all the time.

✦ ✦ ✦

Not Loyalty

IS it loyalty that makes a car bring its owner safely home and into the garage on a drain of petrol, and then refuse to start the next morning because the tank is empty? I was asked this the other day, the questioner adding the qualification that he supposed there would be a mundane technical reason for the frequent phenomenon. Alas, there is. The residual warmth about the place evaporates the remains of the petrol while the car is cooling off, emptying the float chamber. And that's that; moreover, when this happens the owner has gone very near to stranding-point the previous evening!

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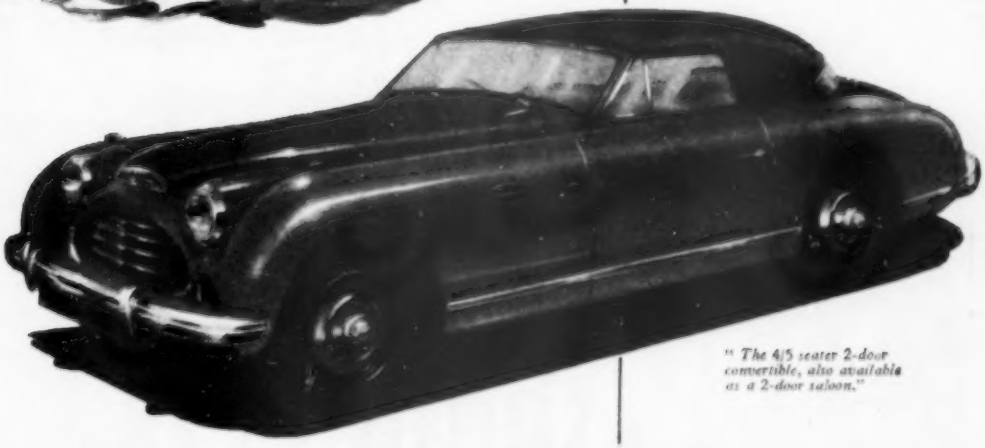

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CORRESPONDENCE

BEARINGS

The True Story

[64864.]—My attention has been drawn to a letter appearing in the Correspondence pages of your issue of April 10, from Mr. M. J. Reid [64820].

Apparently Mr. Reid has purchased a second-hand M.G. T.C. which he estimates has been in service for 30,000 miles and he states that it was necessary to renew "wheel, crown wheel and pinion bearings."

It seems that Mr. Reid has somehow gained the impression that the "black dots" stamped on the bearings to which he refers are in some way related to what he calls reconditioned bearings.

In actual fact the dots referred to relate to the clearance between the tracks and the balls of the bearing when in new condition as supplied by the bearing manufacturer, and bearings are so graded to meet car manufacturers' requirements.

Our information is that work is sometimes undertaken, the result of which is to produce a "reconditioned" bearing, but such work is never carried out by the manufacturers of the bearings in question. On reflection I feel sure that Mr. Reid will agree that no reputable motor car manufacturer would incorporate used components in a new car which is to be sold to the public; such has certainly never been the case with any product of the Nuffield Organization.

D. V. W. FRANCIS,
The Nuffield Organization.

Cowley, Oxford.

NATIONAL CAR MUSEUM

Urgently Required Before the Veterans Become Extinct

[64865.]—In two leading articles which appeared in *The Autocar* of October 24 and of November 21, 1941, a strong case was established for the formation of a national car museum in which early specimens of car design could be preserved for all time. Up to the present, no steps have been taken to give effect to your excellent suggestion, an act of omission which is to be deplored.

There are large numbers of these early vehicles which have been acquired and rejuvenated by enthusiasts, and great credit is due to them for the manner in which this work of love has been carried out.

To demonstrate to the public that these veterans still possess some vitality was a capital object when it was conceived, but this has now been achieved throughout the country; nevertheless, year after year and season after season these valuable old vehicles are subjected to competitions and rallies most of which bear a striking sameness and lack of originality, and in the knowledge that even to run them long distances in normal conditions is a step *par excellence* towards reconsigning them to the very graves from which they were so commendably rescued by their existing owners; the time has surely arrived for them to be taken off the roads, shorn of any anachronism in the form of major modernizations with which so many have been made to suffer, and given a place of honour in a national car museum?

One cannot resist the feeling that these early vehicles are run today largely for two reasons, first on the grounds that a man can do as he wishes with his own property, and secondly, to make the public laugh. The movement should be taken more seriously than this and a thought given to the manner in which the constant use of these cars is imperilling their preservation for future generations.

I am well aware that to drive these early cars in modern conditions is very good fun which I have enjoyed as much as anyone, and that to consign them to a national car museum would put a stop to such sport, but their preservation is of far greater national importance than the passing enjoyment they provide today, and I trust I shall not be regarded as a spoil-sport by claiming that, in the interests of antiquity, these vehicles should be taken off the roads forthwith.

The existing motor vehicle department of the Science Museum is very disappointing; much money would be required for the establishment of a national museum and for its upkeep, but we have the various organizations controlling the motor industry of this country, and I should imagine that more than one of the leading manufacturers, whose products and prosperity have sprung from what these early vehicles germinated, would not be averse to giving their support.

I trust you will give your valuable support to this movement.

Epsom Downs, Surrey. ST. JOHN C. NIXON.

[This is an important matter which has not escaped the notice of *The Autocar*. Other readers who feel concerned over this subject will be interested to hear that an article dealing with the position in detail will be published shortly.—ED.]

ZEBRA CROSSINGS

Location, in Some Cases, is Bad

[64866.]—I feel obliged to write to draw your attention, and that of your readers, to a serious defect in the location of many zebra crossings.

In general, I think most road users agree that the zebra crossing can be an excellent thing. Unfortunately, the majority

CORRESPONDENCE . . . . . continued

are merely a continuation of the pavement of one of the intersecting or joining roads.

In view of the proximity of an island, this is the obvious location of a crossing, but a moment's thought will show that it is also the most dangerous. The driver of a vehicle joining or crossing another stream of traffic is already in a position needing full attention, but it is precisely at this moment that he is distracted by pedestrians using or about to use the crossings.

Two very bad examples exist locally. In one case, a very busy crossing in a crowded shopping area is completely sealed by a zebra crossing joining each corner. In another, pedestrians are protected by guard rails which are broken right in the centre to give direct access to a pedestrian crossing.

I feel that every opportunity should be made to draw the attention of the authority responsible to the necessity of moving zebra crossings at least twenty yards away from junctions and inter-sections and, if necessary, building additional central islands.

In my opinion, this is something positive that could be done at reasonable cost, to reduce traffic congestion at danger points and thereby reduce the accident risk. L. S. HYMAN.

Bexleyheath, Kent.

HORN RINGS

Dual-purpose Arrangement Not Satisfactory

[64867.]—Surely the suggestion by Mr. H. Gardner [64847] would not be practical in the interests of safety? As we are all victims of habit we would inevitably operate the dipping mechanism when faced with a split-second emergency at night, while the intention would be to sound the horn to avoid an accident.

Perhaps one could improve the suggestion by having two half-rings, one to operate the dipping mechanism and the other the horn. A. HARRIS.

Moordown, Hampshire.

HOLIDAY TOURS

Supplies of Cheaper Francs are Limited

[64868.]—In the Editorial on "Holiday Tours" reference was made to a specially favourable rate of exchange available to holders of investments in France, by buying French franc travellers' cheques in Britain.

The "capital francs" mentioned, which are proceeds of the sale of British-held investments in France, have in fact been made available to all British tourists, who may use their travel allowances to buy, at an advantageous rate, French franc travellers' cheques issued by French banks in London. The rate for these cheques is falling as demand increases, the present level being about 1,040 to the pound, compared with the normal rate of 988.

These franc travellers' cheques have the disadvantage that they may be exchanged only in France, whereas normal sterling cheques are made available for all the countries the tourist wishes to visit. Furthermore, some French banks in Paris have begun to pay the higher rate when cashing *sterling* cheques (*vide Financial Times* of April 17), utilizing their "capital franc" balances to do so.

It should, however, be emphasized that supplies of these cheaper francs are definitely limited, and the French Government deny any intention of creating a special "tourist franc" which would serve the same purpose. R. C. POTTER.

London, E.4.

THE SPORT

A South American Enthusiast

[64869.]—I have been a reader of *The Autocar* for a long time and I have seen letters in the Correspondence pages from other readers who wanted to exchange news, photographs, reports and so on, about car racing, which is my favourite sport.

Generally, they ask for information about European or American races which I understand are the most important. Perhaps, however, there is a good friend who would like to know something about motor sport on this side of the world; perhaps he would care to write to me? In this case I would be very grateful for his letter if he does write.

I enclose a photograph of my Mark VII Jaguar which has just won the last race for production cars which was held at Piriápolis, in Uruguay, a few weeks ago. JUAN ANGEL PERA.

Montevideo, Uruguay.

[Letters will be forwarded.—ED.]

Senor Pera's Mark VII Jaguar referred to in letter [64869], seen rounding a fast bend.

IBSLEY

Not a Collision

[64870.]—I trust you will allow me to point out an inaccuracy in the report on page 551 of *The Autocar* of April 24 concerning the Ibsley meeting on April 18.

My car was not involved in a "collision" with that driven by Mr. French, but unfortunately just caught the straw bales at Paddock Bend and, in the resultant melée, a bale was thrown out in front of Mr. French who, I believe, had to stop to remove it from his path.

I would also greatly appreciate, through the medium of *The Autocar*, to express my sincere thanks to the many known and unknown enthusiasts who offered assistance in all manner of forms, to both myself and my friends after the misfortune, in the paddock.

Interested parties may care to know that the damage to my Ulster Austin Seven is by no means as serious as it was at first feared.

It was mainly confined to a bent front axle, track rod, and radius arms, which are receiving attention, and the car will be racing again quite soon. F. J. TIEDEMAN.

North Harrow,
Middlesex.

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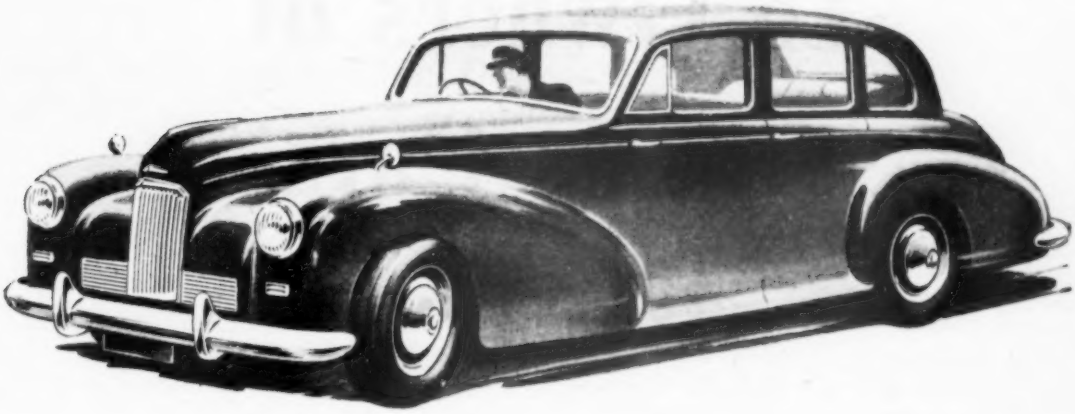

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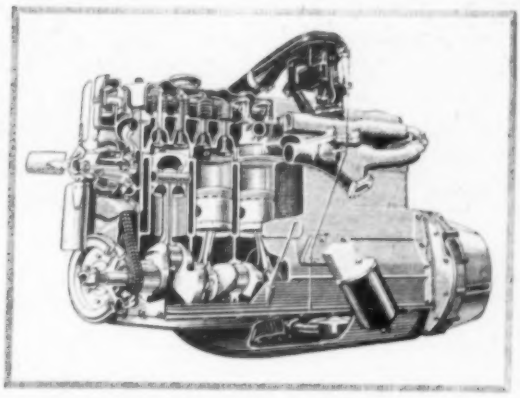

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RESULTS BY THE THOUSAND

REFLECTIONS FOLLOWING THE RECENT MILLE MIGLIA RACE

By . . . J. A. COOPER

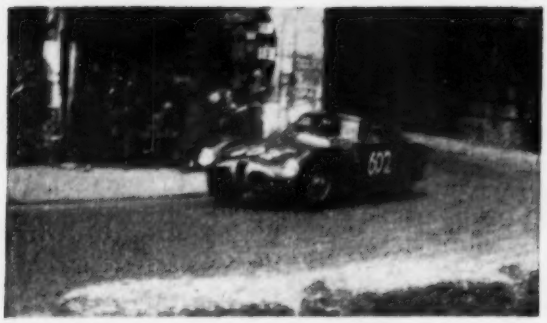
THERE can be no question that the Mille Miglia is the most gruelling race of any kind in the world. Even the Carrera Panamericana, that remarkable transcontinental epic on the other side of the Atlantic, permits a certain amount of work to be done on the cars during overnight stops; but in the Mille Miglia there is no time for anything, from leaving Brescia on the Saturday evening (or, for the fastest cars, early on Sunday morning) to the final desperate dash back to that city late in the afternoon of the latter day.

The winner's time, in this year of broken records, was well under eleven hours for the 939½ miles of Italian highway and byway. Yet to the ordinary motorist, in normal conditions, it would seem impossible to get round the course in less than three days—sleeping at nights, of course—of fairly hard driving. As a personal reminiscence, I drove over the first 120 miles or so of the route on the Saturday evening, before the race began, to see the cars pass through the little town of Rovigo, south of Padua. Although I was in a fairly fast car and a hurry, the journey took me just over 2½ hours; yet, in the race itself, and without, of course, the Saturday evening traffic, Sanesi covered this portion of the route in the new 3.6-litre Alfa-Romeo in fractionally under one hour and five minutes, at an *average* speed of over 110 m.p.h.! And the road is by no means all straight; there are plenty of small villages *en route*, and the towns of Verona, Vicenza and Padua to pass through or circumnavigate, while many of the main road bends bring a car down to a maximum of 50 m.p.h.

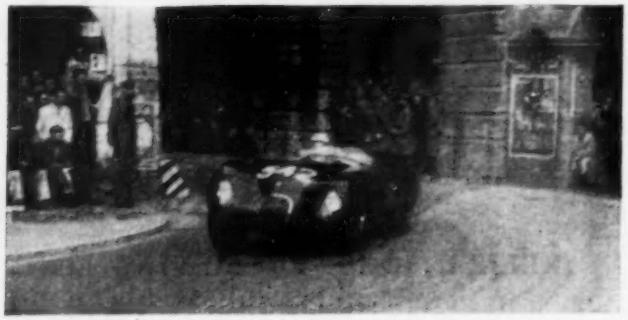
This new Alfa-Romeo, of which few details have been disclosed, is certainly a remarkable car. In spite of its short wheelbase of under 8ft, its roadholding on a damp surface during the one light rain shower in the early stages of the race was quite something to be seen. The front suspension is by double wishbones and coil springs: a de Dion layout is used at the rear, with the axle tube located by radius rods in the fore and aft plane and a laterally placed Pan-

Piero Taruffi (extreme left) after retiring in one of the new Lancias. The car is fitted with very wide front brakes mounted on the frame and connected to the wheels by short, universally jointed shafts to save unsprung weight.

A. Arosio's Ferrari spins round in the narrow neck of the square at Rovigo and is pushed off again. The front of the car had finished up almost under the central archway.



Fangio and Sala bring the new and striking 3.6-litre Alfa Romeo through Rovigo. This car was a Mille Miglia surprise.



Short but sweet ; Stirling Moss and Mortimer Morris-Goodall in the Type C Jaguar held twelfth place until the rear axle casing broke at Ferrara.

RESULTS BY THE THOUSAND . . continued

hard rod. There is nothing very revolutionary in any of those things; just good design, properly carried out. The whole car with saloon body probably turns the scale at 17½cwt dry, while the twin o.h.c. six-cylinder engine develops 210-220 b.h.p.—a useful power-weight ratio of something like 240 b.h.p. per ton.

With speeds such as are involved, the major problem of today is brakes. Fangio's second-place winning Alfa-Romeo finished virtually without brakes, and this may also have contributed to the crash which put his team mate Kling out when leading the race. The Ferraris of Villoresi and Hawthorn went out with no brakes, and Tom Cole's, which finished fourth, was practically in the same state at the finish; in fact, many of these cars suffered from this trouble. The Jaguars of Moss and Rolt were fitted with disc-type brakes; unfortunately, neither of them got far enough to demonstrate whether or not the brakes were going to last efficiently, for Moss went out at Ferrara when the rear axle casing started to break up, and Rolt broke a connecting-rod (unusual, in these engines) at or near Pescara.

Lancia Brakes Survived

The new Lancias, of which five started and two finished (third and eighth, in the hands of Bonetto and Biondetti) still seemed to have brakes at the finish; this is interesting, in view of their use of inboard brakes all round, the front drums appearing to be over three inches wide. Of course, the cars are even lighter than the Alfas, while they are, as 2.9-litres, not so fast in maximum speed as their 3½- and 4.1-litre rivals (probable top speed just over 140 m.p.h.). But if their maximum speed is lower they seem to make up the difference by superior roadholding or, possibly, brakes, for Taruffi was second in the whole race to Sanesi's Alfa over the first stretch to Verona—a remarkable feat, even if the engine did then blow up!

It has truly been said that a manufacturer can test his cars for as long as he likes at Montlhéry or Monza, and get everything perfect; but when he puts them in the Mille Miglia he really finds out the weaknesses.

The bad road surfaces in certain sections are undoubtedly responsible for many breakages of chassis parts. Dust, in this year's fine weather, was also a great problem to drivers, especially on the Radicofani and Futa passes. There is no race with such a varied terrain as this one, and for a car to finish high up in the results sheet it must unquestionably be able to stand almost unlimited punishment.

Even Aston Martins, probably better prepared than any other British cars, and not a few Italians, found their weak spots; Parnell's car, which ran so well to take fifth place, suffered from a broken component at the rear of the chassis, which seriously impaired the handling, while both Collins and Abecassis had troubles at the front end, the latter crashing as a result—fortunately without injury to the occupants. As already related, Parnell's car also broke the throttle-operating cable before Bologna; Reg and Louis Klemantaski, his passenger, promptly stopped, opened the bonnet, tied up the broken cable to hold the throttle wide open, and pressed on, slowing down when required by switching off the ignition. And from Bologna to Brescia is a *long* way!

Aston Martins took the whole race very seriously, and as a practice car they were using something special which is presumably being prepared for Le Mans. After the Mille Miglia, back they went to Monza, to continue high-speed tests at the famous circuit; all this is painstaking, wearying and expensive, but the strong opposition demands it.

The phenomenal enthusiasm for and interest in the race all over Italy never ceases to surprise; in the towns the streets are lined with rows and rows of eager spectators, all through the night on the early part of the route, while hastily rigged public address systems call out the numbers of the approaching cars and the names of their drivers. Everyone has his hero, whether he be Villoresi, Farina, Bracco, one of the Marzottos—Moss and Johnson have their following, too! Sometimes the inevitable inaccuracies in the printed entry lists give rise to humorous moments, as when the speakers announced the imminent approach of number 408 1,100 c.c. Fiat, and a majestic black Mark VII Jaguar saloon (bearing the same number, too) swept through!

But maybe the strangest, and in a way the most pathetic, scene of all was the railway station at Brescia on Sunday evening, when, dirty, despondent and bedraggled drivers, each clutching a crash helmet and various items of personal impedimenta, some with telltale bandages or strips of sticking plaster, came tumbling out of trains from every part of Italy—all part of the long trek home after trouble or accident somewhere along the way.

Some idea of the enormous crowds that gathered in the towns can be gained from this picture ; Farina's Ferrari is the centre of attention at this moment.

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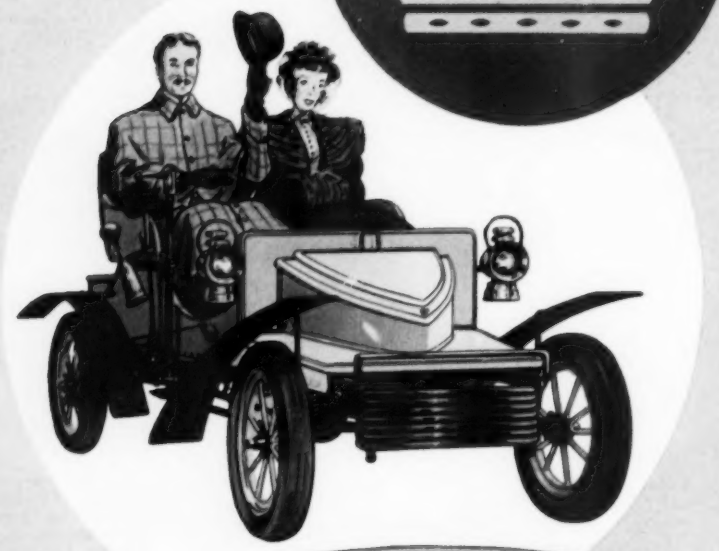

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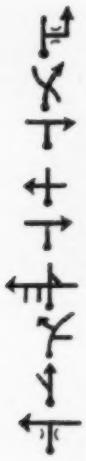
SENSATIONAL TULIP RALLY



Convergence at Spa on the morning of April 27; the XK120 driven by W. H. Waring and W. H. Wadham arrives at the control. Left: A Chinese puzzle for navigators; how the special sections appeared in the road book. The first was taken only an hour or so after receiving the book at Spa. Below: Good losers — J. W. E. Banks (right) and M. Porter, drivers of the Bristol that was displaced to second after the further disqualifications.

LAST-MINUTE SCRUTINEERING SWOOP GIVES VICTORY TO NETHERLANDS JOWETT AFTER TWO CLASS LEADERS DISQUALIFIED

HOLLAND has at last won her own Tulip Rally, this year's fifth event (April 27-May 2) going to a Jowett Javelin driven by Graaf van Zuylen van Nijevelt and F. M. A. Eschauzier, whose bonus marks were increased by no fewer than 13 from 77 by the disqualification of M. Becquart's Jowett. Following the earlier disqualification of four Fords, two Sunbeam-Talbots and a Peugeot for not complying with the regulations regarding standard fittings, the organizers decided to make a last-minute swoop on eight well-placed cars, and as a result disqualified two class leaders, Becquart's Jowett and Elliott's Sunbeam-Talbot. The action displaced the Bristol of J. W. E. Banks and M. Porter from a leading position and dropped the Appleyards' Jaguar from third to fifth place. The impression left was most unfortunate, some ill-feeling being manifested by the British contingent, mostly owing to the difficulty of understanding the facts of the position. The organizers' insistence on the rules at such a cost must be applauded, as must the sporting spirit in which Banks and Porter took their disappointment.

The event was run with its usual efficiency, and was gruelling in the extreme. Four of the first five cars were British made, the French Dyna Panhard of Grosgogeat and Biagini being the only exception.

Noordwijk-aan-Zee, Holland.

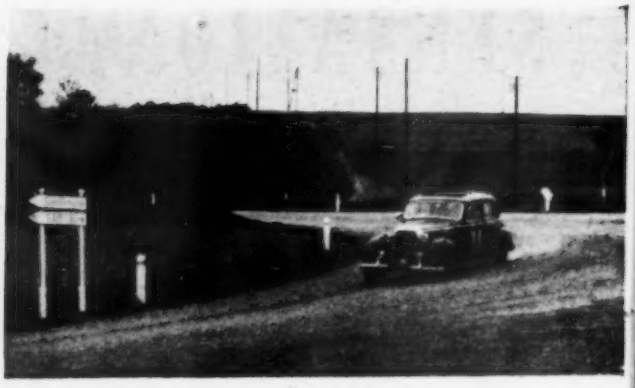
BUT for the great goodwill that normally illumines "the Tulip," you could describe the ingenuity of the organizers (R.A.C.-West, Holland) as fiendish. In about 1,700 miles of road section, taken virtually non-stop at over 31 m.p.h. average, there were this year five special stages and four eliminating tests; a fifth eliminator is what amounts to a production car race on the sinuous Zandvoort circuit, and, by the time the rally-tired car has completed that, it can be displayed to the world as a car that can "take it." The Tulip Rally might nowadays be said to rival, if not surpass, any European production car event as a test of men and machinery.

From the seven starting points—Basle, Brussels, The Hague, Hamburg, London, Paris and Stuttgart—the opening stage was a convergence on the Belgian resort of Spa. Here, after a fine, warm Sunday, Monday (April 27) was close and thundery as the cars came into the control in the town centre. The scene was intensely animated, and gay with the garlands borne by The Hague starters. Delettrez and Harrison began the first of many adjustments to the diesel engine of their big Lincoln, and at the other end of the scale (and the car) van Weezenbeek and Richters were working on the rear engine of their little Renault. Beekman and Seegers were trying to remove a rear brake drum from their Simca, Imhof's battered blue Allard squatted purposefully by, with its very neat stowage of four petrol cans side by side behind the crew, and Gatsonides had a word with Mrs. Mitchell and Mrs. Leavens as their Ford arrived. The Appleyards' grey Mark VII (number 5) moved up and away, and soon competitors were streaming towards the Spa-Francorchamps race circuit, to flash down to Stavelot in accordance with *Controleboekje II*, the second road book, which they had obtained only at Spa. As the pages turned they learned what was coming to them.

Two hundred and thirty-seven had

The winner, Graaf van Zuylen van Nijevelt, at speed in his Jowett Javelin on the Zandvoort circuit. The circuit was lapped anti-clockwise, and the winner is on the way down to Tarzan Corner.

This bridge at Salmchateau, south of Spa, was a trap for the unwary. This picture shows the Utleys' Bristol going straight on where it should turn sharp left for Luxembourg.



On the special section near Clervaux in Luxembourg on the outward run. K. E. Wits' Mercedes—a Dutch entry—leaves the major road at speed for the minor one.

SENSATIONAL TULIP RALLY . . . . . continued

started; there were now 236, Barrack and Campbell's Jowett having retired on its way from London.

The first eliminator was harmless enough, a downhill free-wheel test at Clervaux. Banks' Bristol was best in its class, but British cars were not notable; it was puzzling to see Mrs. Leavens and Nancy Mitchell *reducing* tyre pressures during the wait. Then came Special Stage I, and the cars swept off the main Luxembourg road into the wooded valleys to the west of it; 82km (51.3m) in 88 min (72 min for the big classes).

These are the gruelling sections of the Tulip, and warm showers descended to make the first intimidating. Cars twisted and turned as navigators desperately followed the little black hieroglyphics of the route book, and already that typically Tulip spectacle, competitors going in the wrong direction, could be cruelly enjoyed; five cars retired on this stage, among them Procter's Healey. The rest reached Luxembourg in the afternoon, grateful for the relief of main road; 17 had been penalized.

Towards Switzerland

Rain streamed down for the rest of the day and far into the night. They were in France now, speeding south along the grey, drab N57 through the coal and steel districts, through Metz and Nancy to Epinal, where the wooded Vosges mountains begin. The street alongside the Moselle, in which the Epinal control was, held hundreds of wet Frenchmen, those connoisseurs of rallies. Three cars were seen stopped in Golbey, just north of Epinal, for adjustments, and incidental damage began to appear. The diesel Lincoln had had a clout at the back, and its crew were at the power unit again; Grieve and Lithgow's H.R.G. showed signs of a hastily beaten out rear wing.

Hazel Dunham chewed an apple; von Regius sat in his Taunus absorbed in the route book. Kuhn's Porsche poppled away, followed by a thrumming DB2, driven by the Belgian, W. Deutsch. In the wet clarity of the street lamps the leaves were a fragile green . . . and the town clocks chimed midnight.

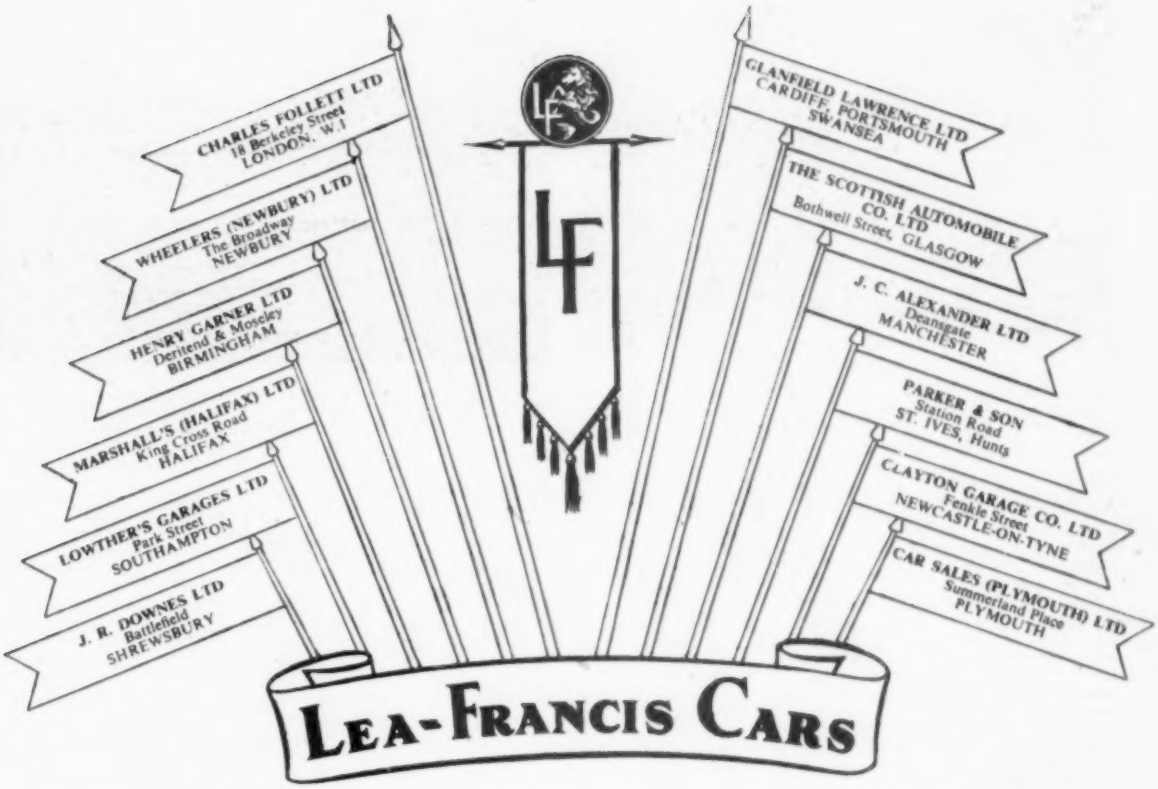
Midnight in the Vosges mountains, and eliminator two was under way, a timed climb up the Ballon d'Alsace, 5.9 miles of hairpins taking the cars 1,650ft up to where tourists flock to stare at one of the great views of the world. But under the night and the rain only the stop-watch counted, and O'Hara Moore's Frazer-Nash made best time o' night in 8m 5.2s. Appleyard did 8m 48s with the Mark VII, Imhof (Allard) 8m 30.6s. Grosgogeat's amazing little Dyna Panhard took only 9m 8.5s, and Banks' Bristol 9m 14s.

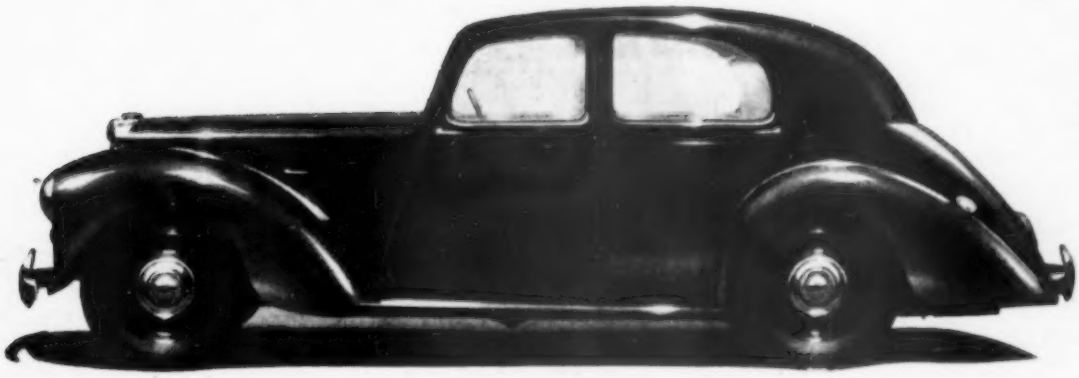
Only thirty miles later they plunged into the second special stage, 26.1 miles of fast motoring on the crests and in the ravines of the Vosges, before crossing into Switzerland. Clerk of the Course Piet Nortier gave them an extra five minutes on this section, a fortunate decision as events proved, for only 97 cars came through clean. There would have been 19 under the original allowance. . . . Even "Gatso" lost a mark on this stage, and Miss Sadler four in the mauve Rover. The list of retirements grew rapidly.

They turned round in Geneva on Tuesday morning, climbing the Faucille Pass out of Switzerland against the stop-watch as the third eliminator. The leaders were beginning to become evident by their consistency; Grosgogeat, Banks, Appleyard and Damonte (Fiat) topped their classes in the climb, in spite of varied weather. There were heavy storms of rain and hail all day Tuesday, and a little snow had fallen in the Juras on Monday night. Marks earned in the eliminators were bonus only and, regardless of number, could not overcome a single penalty point on the road section. And the road section, let it be recalled, included the special stages. There was another of these, the third, just after the Faucille climb, and forty cars were penalized; thus the Juras did their share of reducing the clean sheets. There were more abandonments, also, and an accident in which Vogelensang, of Holland, suffered concussion.

The fourth eliminating test was another climb of the Ballon d'Alsace, this time by day. Appleyard got his time down to 8m 5.2s, O'Hara Moore to 7m 31.4s. But the Frazer-Nash went out at this stage with a burned-out clutch, an experience roughly paralleled by R. E. Clarkson's special-bodied Morgan, which led its class but later lost its coolant.

The start of the Class 4B trial laps behind a Rover which served as practice for the final Zandvoort test. The class winner, Elliott's Sunbeam-Talbot (extreme left), was later disqualified.





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Round the Hunze Rug — the four Peugeots of van der Vossen, Heidendahl, van Beers and Velu. Right: Grosgogeat's amazing little Panhard scudding down to Tarzan Corner in the final tests. He finished third in the rally.

SENSATIONAL TULIP RALLY . . . . . continued

And so this great rally continued throughout Tuesday, with two more special stages and a dive over the frontier into Germany before reaching the night control in the Boulevard de la Sauveniere in Liége. Gatsonides' Ford appeared first, at 12.35 a.m., speeding down the street with the cold night wind. The Appleyard Jaguar followed soon after, also Imhof's Allard, which shot down the street and back again into a service station, where a mechanic dived under the front axle. Two doors down Englebert and Langestraat looked anxiously at the front suspension of their Rover, and Mrs. Mitchell's Ford disappeared into a service bay. Cars do not tip-toe through this particular Tulip.

The rest was Holland's own section, and NL cars disappeared down the amazing Dutch roads at speeds which suggested familiarity. At the frontier there were garlands of tulips and a great crowd at 2 a.m. Three hours later the Philips Lamps factory control at Eindhoven was humming with hospitality, everything from breakfast to a shave being freely obtainable. A loudspeaker gave a running commentary, and the flash bulbs popped continually. On, on, skirting a cheering Rotterdam, threading through The Hague, and finally, under an occasional sun and in the teeth of a wild North Sea wind, through the carpets of tulips—magic carpets indeed—to the final control at the magnificent Huis ter Duin hotel overlooking the sands at Noordwijk. The road section was over; there was left "only" the Zandvoort final test.

Race Day

It was a Thursday's racing, and a great crowd celebrated Queen Juliana's birthday by coming to Zandvoort to see the fun. The ten-lap races reeled off class by class (top ten cars) occasionally two classes being combined, so that twenty cars were on the circuit at a time. The little Dyna Panhard of Grosgogeat was once more amazing; R. G. Godsmark turned his 1½-litre M.G. over on Tarzan Corner.

Ralph Sleigh cornered his S.M.1500 to destruction on the Hunze Rug; the circuit was covered anti-clockwise, so that this uphill racing hairpin became a downhill turn. Sleigh, outclassed in speed by the Jowetts, threw the Singer round the hairpin faster and faster until something had to go, and it was the studs of the left-hand front wheel. He put the car neatly on to the dunes before it stopped, having convincingly shown its well-known cornering abilities! Later a Porsche turned over at the back of the circuit, Grieve's H.R.G. spun on the Hunze Rug and W. Oosten's Riley Imp did a masterly clearance, generously recognized by the crowd. The day's climax came—falsely, as it turned out—with the green Bristol of Banks, who was now thought everywhere to be leading the rally. Provided that he won his class race he seemed unbeatable.

The tactic was impeccable. Banks drew ahead and stayed ahead, slipping the pretty car between others as he overtook. The ovation of the crowd was well deserved, and, after that, a drive of top calibre by Ian Appleyard could not overcome his one-mark advantage. Appleyard averaged 64.2 m.p.h. with the Mark VII; no mean feat, in the circumstances.

And so the event finished in its customary atmosphere of cordiality—until nearly eleven o'clock on the Friday night, when the bombshell dropped and the taste left in the mouth by this year's Tulip Rally turned sour. Of that, the less said the better at this juncture, but it is opportune to recall that the rules are the rules, and must be obeyed implicitly if rallying is to continue to deserve the title of sport.

PROVISIONAL RESULTS

General Classification

Order, Car and Drivers	Bonus Marks
1 Jowett Javelin (H. R. J. Graaf van Zuylen van Nijevelt and F. M. A. Eschauzier)	90
2 Bristol (J. W. E. Banks and M. Porter)	87
3 Dyna Panhard (M. Grosgogeat and P. Biagini)	86
4 Vauxhall (P. J. Jetten and L. van Noordwijk)	86
5 Jaguar (R. I. Appleyard and Mrs. Appleyard)	86
6 Fiat (M. Damonte and Mlle. Calligaro)	80
7 Volkswagen (T. J. Koks and E. de Jong)	72
8 Jowett Javelin (J. Scheffer and G. J. Willing)	72
9 Simca (M. Carstedt and G. Carstedt)	70
10 Allard (A. G. Imhof and S. Ross)	70
11 Peugeot (J. A. J. Heidendahl and H. J. te Siepe)	68
12 Jaguar (R. D. Mattock and C. A. Christian)	60

Class Winners: Touring Cars

Order, Car and Drivers	Bonus Marks
Up to 1,100 c.c.:	
1 Panhard (Grosgogeat and Biagini)	86
2 Fiat (Struyk and Verschuur)	54
3 Fiat (Martens and Eerligh)	40
1,100 to 1,150 c.c.:	
1 Fiat (Damonte and Mlle. Calligaro)	80
2 Volkswagen (Koks and de Jong)	72
3 Volkswagen (Stenfeld Hansen and Buchsbaum)	59
1,150 to 1,240 c.c.:	
1 Simca (Carstedt and Carstedt)	70
2 Simca (Beekman and Seegers)	51
3 Ford Taunus (Gierke and Scheuke)	45
1,240 to 1,400 c.c.:	
1 Peugeot (Heidendahl and te Siepe)	68
2 Peugeot (van der Vossen and de Bilt)	56
3 Peugeot (van Beers and Jansen)	22
1,400 to 1,600 c.c.:	
1 Jowett Javelin (van Zuylen van Nijevelt and Eschauzier)	90
2 Jowett Javelin (Scheffer and Willing)	72
3 Jowett Javelin (Homan and de Boer)	58
1,600 to 2,250 c.c.:	
1 Bristol (Banks and Porter)	87
2 Rover (Englebert and Langestraat)	57
3 Alfa Romeo (de Vries and Moorman)	42
2,250 to 2,400 c.c.:	
1 Vauxhall (Jetten and van Noordwijk)	86
2 Sunbeam-Talbot (van Gelderen and van Veen)	50
3 Sunbeam-Talbot (Payne and Lampitt)	24
2,400 to 2,500 c.c.:	
1 Jaguar (Appleyard and Mrs. Appleyard)	86
2 Jaguar (Mattock and Christian)	60
3 Citroen (Seitert and Bolz)	46
Over 2,500 c.c.:	
1 Chevrolet (Dee and Teding van Berkhout)	0 (1 penalty mk.)
2 Ford (Coenen and Butter)	0 (2 " mks.)
3 Chevrolet (de Groot and Groeneveld)	4 (5 " ")

Sports Cars

Up to 1,400 c.c.:	
1 M.G. (Roeloffzen and ten Bruggencate)	45 (6 penalty mks.)
2 Porsche (Bonaventura and Eineter)	41 (9 " ")
3 Simca (Wallrath and Lodewijks)	18 (10 " ")
1,400 to 2,000 c.c.:	
1 Allard (Scott and Cunningham)	44
2 Porsche (Kuhn and "Mammoth")	30 (4 penalty mks.)
3 Frazer-Nash (Murray and Skarring)	69 (6 " ")
Over 2,000 c.c.:	
1 Allard (Imhof and Ross)	70
2 Jaguar (Fraikin and Gendesien)	46
3 Aston Martin (Deutsch and Rousselle)	20

N.B.—No penalty marks on road section unless stated. All ties eliminated by procedure quoted in regulations.

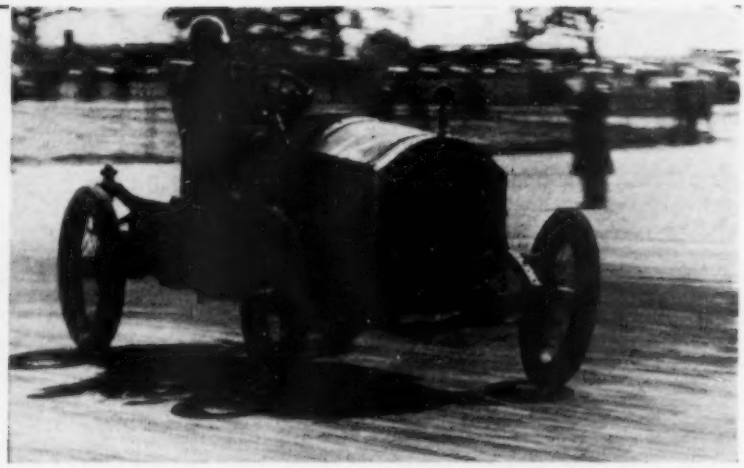
Disqualifications

Ford (M. Gatsonides and P. Worledge); Ford (Mrs. N. Mitchell and Mrs. J. Leavens); Ford (J. G. Reece and P. B. Reece); Ford (T. C. Harrison and R. W. Phillips); Sunbeam-Talbot (J. H. Kemsley and P. Potheringham Parker); Sunbeam-Talbot (P. C. E. Harper and E. Brinkman); Peugeot (P. Schliger and J. Serre), Jowett (M. Becquart and H. Ziegler); Sunbeam-Talbot (E. Elliott and D. Wright).

THE SPORT

by

J. A. Cooper



R. Barker urges the stark 1908 Hutton round Silverstone during the Edwardian race in the V.S.C.C. meeting last Saturday.

AS this is a somewhat unusual issue, there is space in it only to refer briefly to the events of the last week and to publish the major results. The Tulip Rally (reported on pages 647 to 649) suffered from one of those periodical and unfortunate spasms of disqualification and investigation which afflict all sports at one time or another; it is a great pity that it should have occurred in this, one of the best and usually the most friendly of all rallies. Further comment upon this affair must be deferred until a later date. Tomorrow comes the first major Silverstone meeting of the year, the B.R.D.C. *Daily Express* affair, with its varied programme of events for racing, production touring and production sports cars. Full details and entry lists were published last week; first race 10.15 a.m., get there as early as you can.

COMING SHORTLY

MAY 9.—B.R.D.C. International "Daily Express" Trophy meeting, Silverstone circuit, near Towcester, Northamptonshire; first race: 10.14 a.m.

9-10.—N. Devon M.C. Ilfracombe Rally, arriving Ilfracombe, Devon, 2 p.m., Sunday.

10.—Rhine Cup race, Hockenheim, Germany.

10.—Naples G.P., Italy.

10.—Fiat 500 Club. *Concours d'élégance*, Queen's Gate, Kensington, London, W.8, 1.30 p.m.

10.—Margate and D. C.C. Hawkes Cup Trial, Park Avenue, Birchington, Kent, 9.45.

10.—Incorporated Auctioneers C.C. Gymkhana, Hemmings Farm, near Bovingdon, Hertfordshire, 2.15 p.m.

10.—United Hospitals and University of London M.C. Rally and driving test meeting, Waterfall Restaurant, London Road, Viriginia Water, Surrey, 10 a.m.

10.—B.A.R.C. (N.W. Centre). Coronation Rally, Northway, Maghull, near Liverpool, Lancashire, 10.30 a.m.

14.—Targa Florio, Sicily.

15-17.—Lorraine Rally, France.

15-17.—Lancashire A.C. Morecambe National Rally and *Concours d'élégance*.

16.—Ulster A.C. Ulster Trophy races, Dundrod circuit, Co. Antrim, 11.30 a.m.

16.—Harrow C.C. Invitation rally and night navigational competition, Waters Garage, Hatfield, Hertfordshire, evening.

16.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire, 1 p.m.

16-17.—Montreux Rally, Switzerland.

16-17.—A.C. Owners' Club. East Anglian Rally Round.

16-17.—West Hants and Dorset C.C. Moonfleet rally and gymkhana, Ibsley circuit, near Ringwood, Hampshire, 12 noon.

17.—Inter-Europa Cup and Monza G.P., Italy.

17.—Production car race, Francorchamps, Belgium.

17.—Bugatti O.C. National speed hill-climb, Prescott, near Cheltenham, Gloucestershire, 11 a.m.

IN the Bordeaux G.P., run last Sunday, the only opposition of any note to the official Ferrari team came from the *équipe* Gordini, and even this failed to make much impression. Therefore the Italian cars took the first two places; Farina had to retire with gear box trouble in the third car after putting up fastest lap. Fangio drove a Gordini to take third place; Trintignant, however, was ahead of him in a similar car until his retirement. Bayol's Osca would have finished third but for two late pit stops. The H.W.M.s of Macklin and Cabantous retired, but Bira finished seventh in the third car; Whitehead's Cooper-Alta retired with clutch trouble, de Graffenried's Maserati with rear axle bothers, while Louis Chiron was disqualified with the second Osca for having been push-started after a pit stop.

RESULT (race duration 3 hours, 1.53-mile lap)

1, Ferrari (Ascari), 187.66 miles in 2h 58m 59.5s, 62.97 m.p.h.; 2, Ferrari (Villoresi), 2h 59m 48.9s; 3, Gordini (Fangio), 4 laps behind; 4, Gordini (H. Schell); 5, 5, Osca (Bayol), 7; 6, Connaught (Claes), 8; 7, H.W.M. (Bira), 9; 8, Gordini (Mieres), 10.

Fastest lap (record), Ferrari (Farina), 1m 24.6s, 64.99 m.p.h.

THE handicapper of the B.A.R.C. was in good form for the Members' Sports Car Meeting at Goodwood on May 2. In one event, he brought D. Hely's Frazer-Nash, J. R. Stoop's similar car and R. G. Shattock's Atalanta over the line in that order in a scrapping bunch. A. G. Whitehead's Type C rather dominated the Jaguar XK120 entries, which were numerous, although Oscar Moore's Jaguar-engined H.W.M. was on terms with him. Two of the scratch races were won in succession by F. C. Davis with his pair, the Bristol-engined Tojeiro LOY 500 and JOY 500, the Cooper-M.G. There was little adverse incident, but D. Beauman's Riley took a short cut through the elegant chicane, complete with artificial grass, just after Woodcote corner. The remarkable speed of A. T. Foster's Morris Minor saloon in the first handicap was attributed by the owner to a carburettor needle which gives 12 m.p.g., and to S.A.E.5 oil.

RESULTS

Up to 1,500 c.c., 5 laps: 1, Cooper-M.G. (F. C. Davis) 76.52 m.p.h.; 2, M.G. (P. D. Gammon); 3, R.G.S.-Atalanta (R. G. Shattock).

1,500-3,000 c.c., 5 laps: 1, Tojeiro, Bristol-engined (F. C. Davis), 78.89 m.p.h.; 2, Frazer-Nash (H. A. Mitchell); 3, Frazer-Nash (C. A. S. Brooks).

Over 3,000 c.c.: 1, Jaguar XK120C (A. G. Whitehead), 77.21 m.p.h.; 2, Jaguar XK120 (T. Sopwith); 3, Jaguar XK120 (C. Wick).

Handicap races (5 laps). Closed cars: 1, Morris Minor (A. T. Foster), 56.62 m.p.h.; 2, Healey (C. A. E. Brooks); 3, Aston Martin DB2 (P. A. Everard). **Members' handicap B:** 1, M.G. (E. C. C. Harewood), 59.90 m.p.h.; 2, M.G. (P. D. Gammon); 3, M.G. (T. W. Dargue). **Members' handicap C:** 1, Frazer-Nash (C. A. S. Brooks), 78.66 m.p.h.; 2, Frazer-Nash (J. R. Stoop); 3, R.G.S.-Atalanta (R. G. Shattock). **Members' handicap D:** Jaguar XK120 (M. W. Head), 75.92 m.p.h.; 2, H.W.M. Jaguar-engined (O. Moore); 3, Jaguar XK120 (M. Conrad). **Members' handicap E:** 1, M.G. (A. H. Greig), 62.70 m.p.h.; 2, M.G. (W. P. U. Constable); 3, M.G. (T. A. M. Pigott). **Members' handicap F:** 1, Invicta (C. J. Hamilton), 65.26 m.p.h.; 2, S.S. 90 (M. P. Anthony); 3, Healey (D. H. Sessions).

A MAGNIFICENT entry, a sunny day and an excellent crowd of spectators; what more could one ask of a Club Silverstone?

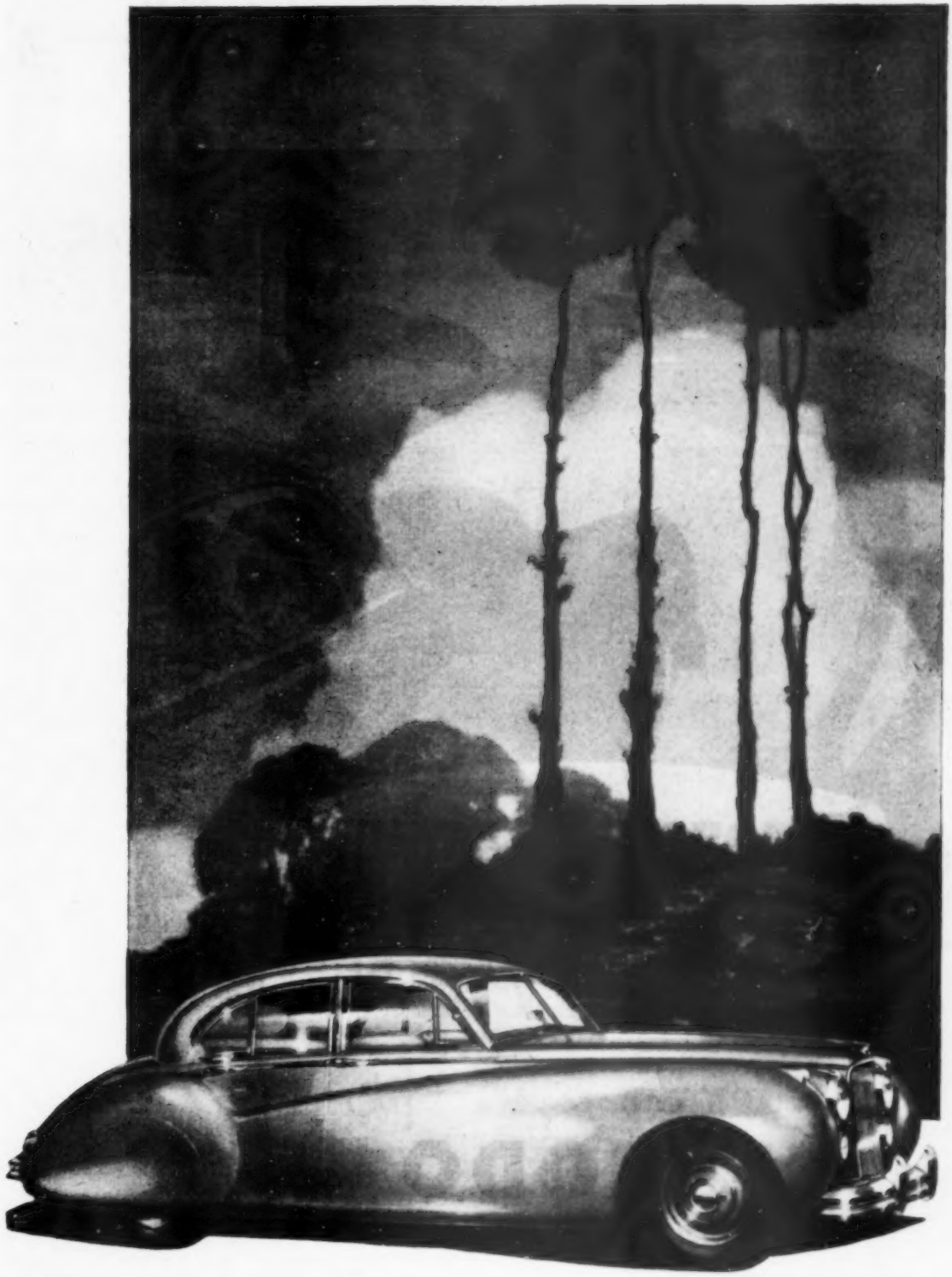
The Vintage S.C.C. event, on May 2, started with a one-hour high-speed trial, divided into classes by engine capacity, with a compulsory pit stop for a wheel change and another for a plug change.

The ten-lap G.P. Itala Trophy was the main race of the day. Three Bugattis and McDonald's Bentley were on the front line, with a mixed field behind. J. C. Byrom's supercharged 2.3-litre single-camshaft Bugatti appeared to be a certain winner, but he was effectively pursued all the way by McDonald in the Bentley, who was never far behind. It was good to see a large number of big cars, 12 of them being over 4 litres. This surely was visible proof of the effect of the reduced horse-power tax and the removed retread tyre ban for racing.

The Edwardian race is always enjoyable, and Bolster's win in the 1911 Rolls-Royce was popular. More starters would have been a benefit, but the Vintage light car race of three laps provided an ample recompense.

PROVISIONAL RESULTS
Lap distance, 1.7 miles

Handicap races: 5 laps: 1, Alfa Romeo 1,485 s (W. F. Moss), 0m 54s handicap, 8m 17s, 60.17 m.p.h.; 2, B.M.W. 1,971 (W. A. McMillan), scr.; 3, Invicta 4,467 (C. Campbell), 0m 37s. **Vintage (5 laps):** 1, Mathis 2,442 (J. Isherwood), 2m 40s, 48.90 m.p.h.; 2, Bentley 4,398 (J. H. Bailey), scr.; 3, Alfa Romeo 2,994 (T. Goodman), 1m 14s. **5 laps:** 1, Alfa Romeo 1,485 s (W. F. Moss), 1m 6s, 59.73 m.p.h.; 2, Bentley 4,480 (H. R. Adcock), 0m 34s; 3, M.G. 750 s (W. F. Ridley), 0m 19s. **Edwardian (3 laps):** 1, 1911 Rolls-Royce 7,410 (J. V. Bolster), 1m 20s, 49.39 m.p.h.; 2, 1913 Wolseley 4,970 (D. F. H. Wood), 2m 0s; 3, 1908 Itala 12,000 (Dr. G. A. Ewen), scr.. **Vintage (5 laps):** 1, Bugatti 1,496 (J. H. Pratt), 1m 4s, 62.19 m.p.h.; 2



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THE SPORT . . . continued

Bentley 4,480 (H. R. Adcock). 0m 41s; 3, Bentley 4,398 (J. H. Bailey). 0m 26s. **Vintage (5 laps):** 1, Bentley 4,398 (J. A. Williamson), scr., 65.42 m.p.h.; 2, Bugatti 1,496 (T. R. King-Smith), 1m 32s; 3, Mathis 2,442 (J. Isherwood), 2m 40s. **Vintage light cars (3 laps):** 1, Peugeot 668 (F. S. Lockhart), 2m 50s, 37.69 m.p.h.; 2, Trojan 1,468 (N. Arnold-Forster), 2m 23s; 3, Humber 1,057 (W. L. T. Winder), 0m 41s. **Motor Sport Trophy, sports cars (5 laps):** 1, Invicta 4,467 (C. Campbell), 61.55 m.p.h.; 2, Bugatti 1,495 (D. H. Gahagan); 3, Bentley 4,398 (R. H. B. Mason); 4, Alfa Romeo 1,485 s (W. F. Moss).

Scratch races: G.P. Italia Trophy race, Vintage racing cars (10 laps): 1, Bugatti 2,261 s (J. C. Byrom), 68.42 m.p.h.; 2, Bentley 4,600 (G. G. McDonald); 3, Bentley 4,398 (J. A. Williamson). **On formula:** 1, Bugatti 1,496 (R. M. Blomfield), 8.82 per cent improvement on 59 m.p.h. handicap speed; 2, Sunbeam 3,215 (J. G. Sears); 3, Riley 1,089 (L. Gibbs). **Vintage (5 laps):** 1, Bentley 4,600 (G. G. McDonald), 66.78 m.p.h.; 2, Bentley 4,398 (J. H. Bailey); 3, Vauxhall 4,250 (W. P. S. Melville).

CLOSE racing, exciting finishes and perfect weather combined to give an excellent day's sport at the Half-Litre C.C. meeting at Brands Hatch on May 3. A comparison of the winners' speeds in the junior and senior finals showed little more than 1½ m.p.h. difference; and the junior versus senior handicap—in which the former had 30 sec advantage in 12 laps—promised, therefore, an all-out bid by the expert drivers if the juniors were to be caught. This was brilliantly achieved by Don Parker (Kieft) on the very last lap. Other outstanding performances were by S. Lewis-Evans (Cooper), and Bicknell and Fenning in the Starides. Victors' laurels, presented by S. C. H. Davis, concluded the day.

RESULTS

Junior race (2 heats of 10 laps each, 20-lap final): Heat 1: 1, Martin Spl. (R. D. Brown), 9m 1.4s, 66.49 m.p.h.; 2, Cooper (J. Russell); 3, Walker Spl. (H. W. Walker). **Heat 2:** 1, Staride (E. Fenning), 9m 9.2s, 65.55 m.p.h.; 2, Cooper (J. Rolls); 3, Cooper (R. E. Paulson). **Final:** 1, Martin Spl. (R. D. Brown), 17m 34.8s, 68.26 m.p.h.; 2, Walker Spl. (H. W. Walker); 3, Cooper (J. Rolls).

Senior race (2 heats of 10 laps each, 25-lap final): Heat 1: 1, Cooper (S. Lewis-Evans), 8m 41.6s, 69.02 m.p.h.; 2, Kent-Smith (G. G. Smith); 3, Leston Spl. (L. Leston). **Heat 2:** 1, Kieft (D. Parker), 8m 34.8s, 69.93 m.p.h.; 2, Staride (R. G. Bicknell); 3, Kieft (A. Loens). **Final:** 1, Kieft (D. Parker), 21m 6.6s, 69.96 m.p.h.; 2, Cooper (S. Lewis-Evans); 3, Staride (R. G. Bicknell).

Consolation race (15 laps): 1, Kieft (B. C. Ecclestone), 14m 2.4s, 68.47 m.p.h.; 2, Cooper (J. K. B. Brise); 3, Cooper (G. Rolls).

Junior v. Senior handicap (12 laps): 1, Kieft (D. Parker), 10m 43.2s, 70.45 m.p.h.; 2, Staride (E. Fenning); 3, Cooper (S. Lewis-Evans).

THE first Shelsley this season will be run on June 6, for sports and racing cars. In the racing category, teams of three cars each of any make and a reserve may be entered on Friday (June 5), practice day; one-make teams only are eligible in the sports classes, and must be entered in advance. The winner of each class is awarded £10, and fastest time of the day brings £100. The Rossiter Challenge Trophy perpetuates that fascinating breed of cars, the Shelsley specials, for it is awarded for the best performance of a car "the basis of which does not constitute a production car." The rest is left to the imagination and the scrutineers! Classes are as follows: Racing cars up to 500 c.c.; racing and sports, 501 to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 3,000 c.c., over 3,000 c.c. Closing date for entries is May 12. Last year the equivalent Shelsley meeting had to be cancelled for lack of entries; so don't be too late this time! Incidentally, the entry fee has been reduced from three to two guineas. (The Secretary, Midland A.C., 87, Edmund Street, Birmingham, 3.)

REGULATIONS are out for the race meeting at Thruxton aerodrome, Thruxton, near Andover, Hampshire, on Monday, May 25. The programme has short races for sports cars up to 1,200 c.c., 1,500 c.c., and 3,000 c.c., and a 15-lap event for unlimited sports cars. There is also a three-lap race for saloons, with a separate award for the 1,500 c.c. class.

Racing cars have two events: a 500 c.c. race in 6-lap heats and a 10-lap final, and a 15-lap *formule libre* race for cars over 500 c.c. Invited clubs: B.R.D.C., B.A.R.C., West Hants and Dorset, Nottingham S.C.C., West Essex C.C. Practising takes place on the morning of the meeting, from 9 a.m. to 12 noon. Entries close May 11; to the secretary of the meeting, Kelso, Nore Road, Portishead, Somerset.

CLUB NEWS

Eight Clubs.—Regulations are out for the Silverstone race meeting on June 6. Closing date for entries is Saturday, May 16. Last year the programme, which comprised a one-hour high-speed trial and short scratch and handicap races, was very successful; and the same programme will therefore be followed again. Entrants in the speed trial are classified according to their cars' engine capacities; there is a set average speed for each class. The Eight Clubs Association is comprised of the Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia, and A.C. clubs. (Entries to B. Inglis, 35, Frognal, London, N.W.3.)

Maidstone and Mid-Kent M.C.—The club race meeting at Silverstone on May 16 caters for racing and sports cars, in the following classes: racing, 500 c.c., 1,100 c.c. or 2,000 c.c., *formule libre;* sports and saloons, up to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 2,500 c.c., over 2,500 c.c. There are short scratch and handicap races, a 25-lap race for *formule libre* racing cars, and a 14-lap handicap especially reserved for Maidstone and Mid-Kent members. Invited clubs: B.R.D.C., B.A.R.C., Vintage, Bugatti, N.L.E.C.C., Peterborough, Half-Litre. (Entries close May 6; P. A. Elvidge, 79a, Wincheap, Canterbury, Kent.)

Harrow C.C.—Essentially a test of good navigation, the Invitation Rally and Night Navigation Competition, on May 16-17, has a 250-mile route which will be punctuated by time controls and some special driving tests. Start is from Waters Garage, Hatfield, Hertfordshire, and after breakfast on the Sunday, timed driving tests finish the event. It is hoped that these will be run through twice, in which case co-drivers can try their hand at them on the second run. There are two classes only, saloon and open cars. Invited clubs: Chiltern, London, Sporting O.D.C., Thames Estuary, Vintage S.C.C., M.G. Teams of three cars each are eligible to compete. (Entries close May 6; late entries up to 24 hours before the event. M. Paige, 22, The Close, Rayners Lane, Pinner, Middlesex.)

Thames Estuary A.C.—Eight rally type driving tests comprised the Day of Dicing at Wormingford aerodrome, near Colchester, Essex, on Sunday, April 26. There was everything, from the familiar scissors test to a type of obstacle race for cars. The figure of eight test collected quite a quantity of rubber on the track, and some cars adopted most startling positions. Fastest open cars here were H. J. Bone's Ford Special—which did remarkably well throughout to make best performance of the day—and D. Corder's Dellow. Provisional results are as follows:—

Fastest time of day: Ford Spl. (H. J. Bone), 21.70 marks lost. **Team prize:** Morris (M. F. Horlock), Peugeot (J. M. C. Shand), Ford Zephyr (R. G. Barton), 78.50 aggregate. **Club team prize:** Harrow C.C.—Dellow (R. Barnard), H.R.G. (P.

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●HILLMAN Minx Drop-head Coupe, first registered in May 1952. Finished in blue, fitted with radio, heater. Taxed for remainder of year. 7,000 miles.
●FORD Consul Saloon, first registered in September 1951. Finished in green, fitted with radio and heater. Taxed for remainder of year.

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CLUB NEWS . . . . . continued

Allot), Jaguar XK120 (W. L. Butler), 69.93 aggregate. **Class awards: Open: up to 1,200 c.c.:** 1. Dellow (D. P. Davis), 22.73; 2. Dellow (R. Barnard), 25.26. **1,201 to 1,600 c.c.:** 1. M.G. TD (E. S. Ridley), 21.72; 2. M.G. TD (C. Shove), 22.44. **1,601 to 2,500 c.c.:** Morgan Plus Four (B. Clarke), 45.15. **Over 2,500 c.c.:** Jaguar XK120 (J. Clarke), 25.14. **Specials:** Ford Spl. (H. J. Bone), 21.70. **Closed: up to 1,200 c.c.:** 1. Morris Minor (B. Holderness), 27.91; 2. Ford Anglia (D. Bernard). **1,201 to 1,600 c.c.:** 1. Ford Consul (N. Veronique), 26.38; 2. Jowett Javelin (F. A. Freeman), 27.80. **1,601 to 2,500 c.c.:** Riley (H. Kleeman), 30.00. **Over 2,500 c.c.:** Allard (Captain MacGregor), 28.11.

Isle of Wight C.C.—Only six competitors of the 43 who started from Shanklin at 10.30 p.m. on Friday, April 24, finished without penalization the 195-mile course of the Isle of Wight Rally. Throughout the road section, which finished at Shanklin Esplanade early on Saturday morning, competitors had to maintain an average speed of 25 m.p.h., criss-crossing the island between time checks and road controls. Up to the first time check, everyone found it plain sailing, but later several began to straggle and were temporarily "lost."

After breakfast on Saturday, the eliminating tests at Sandown caught out many drivers who had done well on the road section. Acceleration, braking, reversing and general manœuvrability tested drivers perhaps even more than their cars. Exceptionally good here—there was little to choose between them—were C. A. Pilley, in his 1953 M.G. TD, and W. J. H. Snellgrove, in a 1952 Vauxhall Wyvern. With only 176.1 points against him, Pilley won the *Daily Telegraph* challenge trophy for the best performance, taking also first place in the 1,500 c.c. class for open cars. The runner-up, W. J. H. Snellgrove, was weighed down with awards at the final prize presentation, for he qualified for the I.o.W. Motor Traders' Association trophy, the best Island driver, first in the up to £1,000 car class, first in the 3,000 c.c. closed class, and also a tankard as one of the winning team.

Outright winner of the *concours d'élégance*, held on Ryde Esplanade on Saturday afternoon, was A. K. Pain, with his beautifully groomed green 1938 Citroen.

RESULTS

Rally: Best performance: M.G. TD (C. A. Pilley). **Runner-up:** Vauxhall Wyvern (W. J. H. Snellgrove); 3. Dellow (D. W. Watkins); 4. Bristol (L. F. Parham); 5. Humber (W. G. Bull).

Class winners: Closed cars: up to 1,500 c.c.: Jowett Javelin (D. W. Price). **3,000 c.c.:** W. J. H. Snellgrove. **Open: up to 1,500 c.c.:** C. A. Pilley. **3,000 c.c.:** Sunbeam-Talbot (D. P. Walmsley). **Over 3,000 c.c.:** Lagonda (E. B. Landsler). **Specials and s:** Dellow (D. W. Watkins). **Team prize:** I.W. Hot-rods (W. J. H. Snellgrove), Ford (F. H. Brown), M.G. (E. J. Crinage).

Concours: 1. Citroen (A. K. Paine); 2 Rolls-Royce (A. H. Tolton); 3. Bristol (L. F. Parham).

IN BRIEF

Riley cars have been reduced in price. The basic price of the 1½-litre model is down by £35 to £825, making a total with purchase tax of £1,169 17s 6d, and the 2½-litre is down by as much as £130 to £925, making a total for home buyers of £1,311 10s 10d. These prices supersede those given on page 625 in this issue, which closed for press before the reduction was announced. An interior heater is now fitted as standard on both models.

Coincident with Coronation time is the diamond jubilee of Mebes and Mebes, Ltd., The Broadway, Mill Hill, London, N.W.7. The firm's establishment goes back to the very earliest days of motoring in this country and, with the introduction of a Benz, they became the first motor traders in Great Portland Street. Until they moved to new premises, Mebes and Mebes were the "fathers" for 43 years of the famous car street.

Great-grandson of the inventor of the safety bicycle, Mr. H. G. Starley, C.B.E., deputy managing director of the Champion Sparking Plug company, has been elected president of the Pickwick Bicycle Club, said to be the oldest bicycle club in the world and the oldest existing Dickensian association. The election as president of "Justice Stareleigh" preceded the annual Pickwick Garden Party—a lunch at the Connaught Rooms, London, followed by the smoking of clay pipes and Pickwick shag and the sipping of punch.

Forthcoming Standard and Triumph service weeks will be held as follows:—May 18, S. H. Newsome and Co., Ltd., 7, Lawford Road, Rugby, and Glovers of Ripon and Harrogate, Ltd., 91, Leeds Road, Harrogate; June 8, Julians of Reading, Ltd., 27, King's Road, Reading, and McQuiston's Garage, 18, Beresford Terrace, Ayr; June 15, South Bucks Garages, Ltd., 204-206, High Street, Slough, Buckinghamshire, and Ladyacre Engineering Co., Ltd., Ladyacre Road, Lanark; June 22, V. A. Morrall, The Motor House, Broadway Road, Evesham, and Watson Brothers, 24-48, High Street, Airdrie, Lanarkshire; June 29, Nortons (Newport), Ltd., Rodney Road, Clarence Place, Newport, Monmouthshire.

The drive shafts of the new JR Allard, described on pages 505-506 of the April 17 issue, are machined from David Brown forgings and not from Ford stub axle forgings as stated in the description.

Sir Henry Wilson Smith, a director of the Vacuum Oil Co., Ltd., is to be chairman of an independent committee to review the long-term progress of duty-free entry of machinery into the United Kingdom. This information was announced in the House of Commons recently by the President of the Board of Trade.

BEN (the Motor and Cycle Trades' Benevolent Fund) has moved to larger premises at 15, Fitzhardinge Street, London, W.1, after 19 years on the fourth floor of 204, Great Portland Street. Lack of space was hampering progress at the old address and the necessity of holding executive meetings in other places was unsatisfactory.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16627. Austin Road Tests
"A. E."—Copies of tests covering all models.

No. 16628. 1938 1½-litre Triumph Dolomite
"J. G."—Performance data, maintenance hints and a handbook.

No. 16629. 1936 Alvis Crested Eagle
"P. W."—Any available information, performance figures and a handbook.

No. 16630. 1934-35 Sunbeam Dawn
"K. R. W."—All possible information and a handbook.

No. 16631. 1934 Rover Twelve
"A. B. P."—All possible information and a handbook.

No. 16632. 1934 Standard Nine
"M. H."—Maintenance data and a handbook.

No. 16633. Handbooks Required
"F. H."—1938 Austin Ten.
"C. H."—1940 33.8 h.p. eight-cylinder Dodge.
"P. W."—1950 Triumph 2000 Roadster.
"E. H. C. H."—1938 1½-litre Triumph Dolomite.
"W. H. B."—1933 Singer Bantam.
"A. K. G. G."—1936 Alvis Silver Eagle.
"R. H."—1932 16-50 h.p. Humber.
"F. A. L."—1938 Vauxhall Ten service repair manual.

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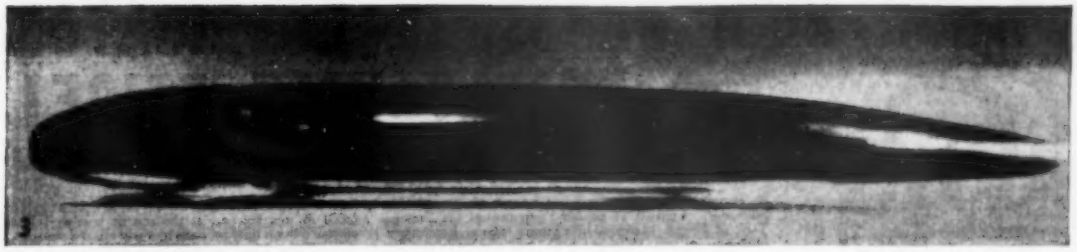

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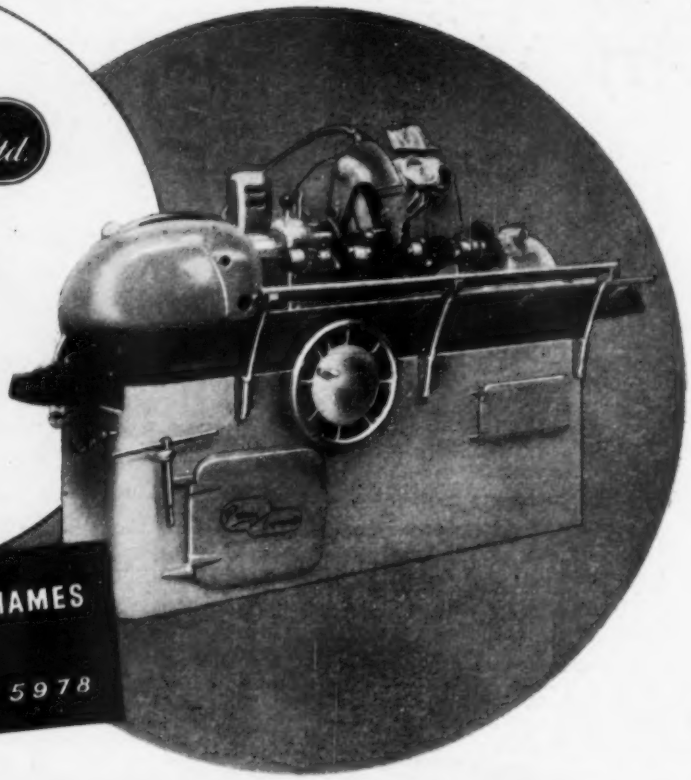

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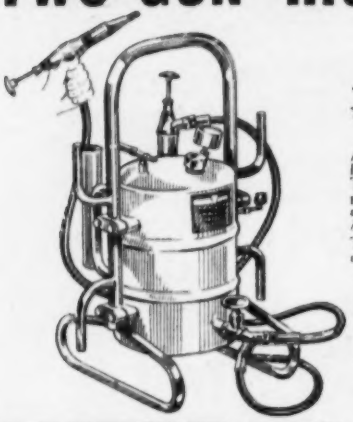

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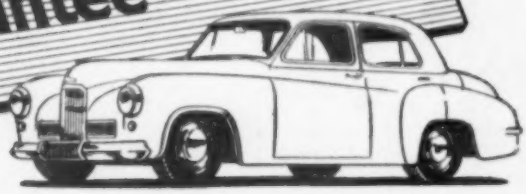

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1950 (Dec.) **AUSTIN** A.40 Devon Saloon. Black. (Htr.) 15,000 miles **£600**

1952 **AUSTIN** A.70 Hereford Conv. Coupe. Grey. (Rdo. & Htr.) 6,000 mls. **£995**

1952 **AUSTIN** A.70 Hereford Saloon. Green. (Htr.) 7,000 miles **£895**

1952 **DAIMLER** Consort 2½-litre Saloon. Maroon. (Htr.) 6,000 miles **£1,425**

1952 **FORD** "Consul" Sal. Black. (Htr.) 4,000 mls. **£750**

1952 **FORD** "Prefect" Sal. Green. (Htr.) 1,900 mls. **£635**

1952 **HILLMAN** Minx Mark V Saloon. Quartz Blue. 1,000 miles. **£755**

1952 **HILLMAN** Minx Mark V Saloon. Claret. 11,000 miles. **£695**

1952 **HILLMAN** Minx Mark V Estate Car. Grey. (Htr.) 11,000 miles. **£795**

1953 **HUMBER** Hawk Sal. Green. (Htr.) 1,000 mls. **£1,095**

1951 **HUMBER** Imperial Sal. Black. (Htr.) 9,000 mls. **£1,425**

1952 **HUMBER** Super Snipe Saloon. Black. 4,000 mls. **£1,195**

1952 **LEA-FRANCIS** "14" Saloon. Green. 8,000 miles. **£1,095**

1952 **MORRIS** Minor 4-door Saloon. Black. 4,000 mls. **£675**

1953 Series **MORRIS** "Oxford" Saloon. Black. (Rdo.) 800 miles **£795**

1952 **RILEY** 1½-litre Saloon. Black. 8,000 miles. **£1,295**

1953 **ROVER** "75" Saloon. Black. Under 300 miles... **£1,525**

1952 **STANDARD** "Vanguard" Saloon. Comet Blue. 2,000 miles **£795**

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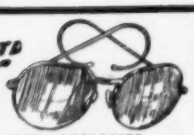

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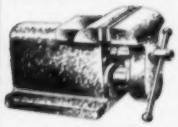

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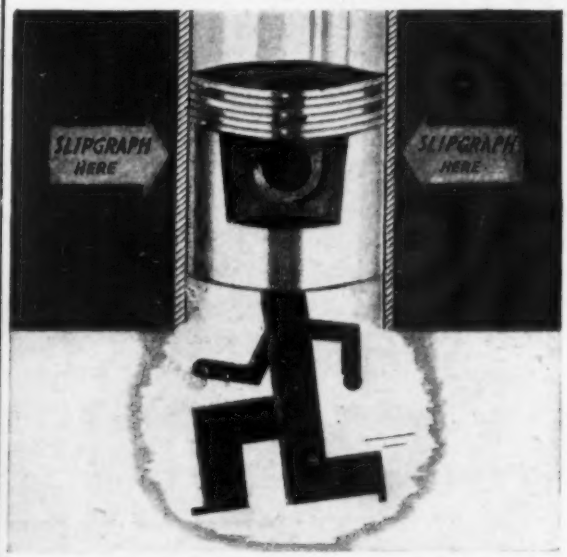

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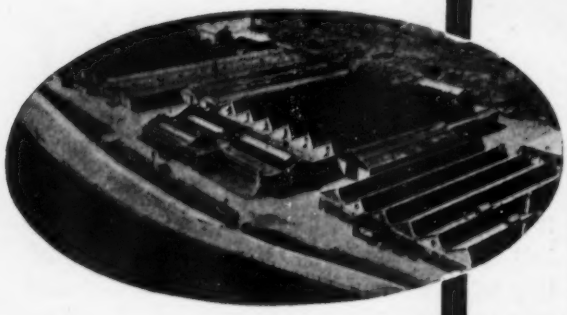

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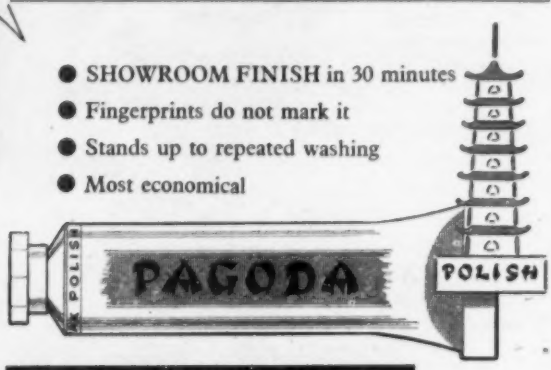

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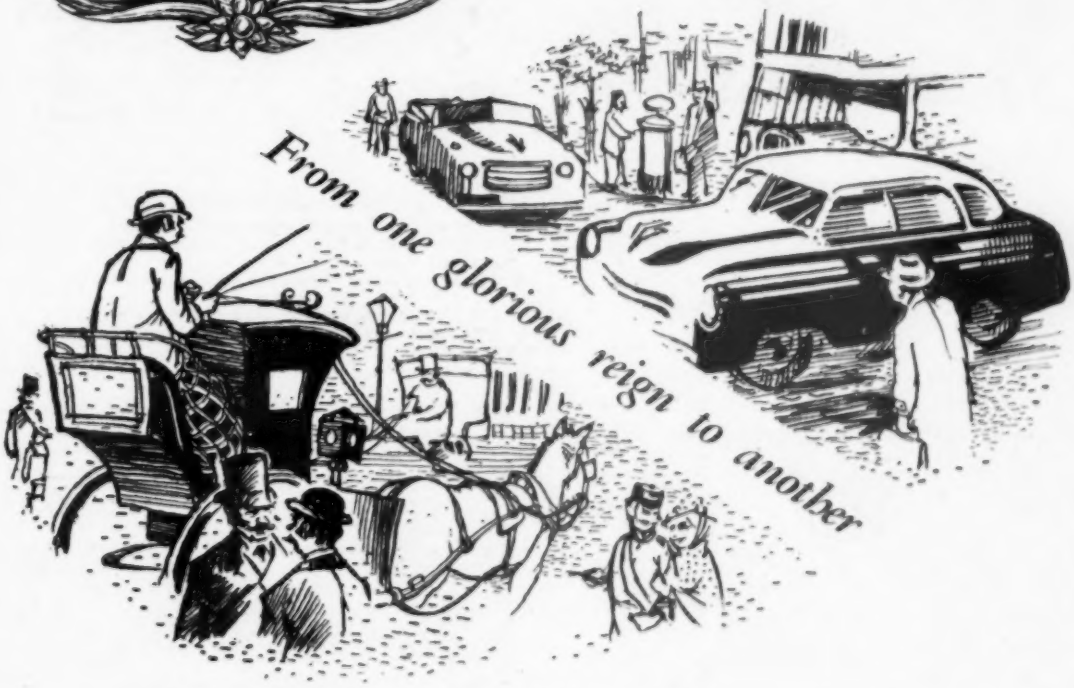

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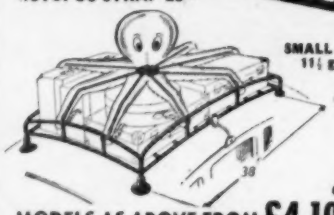

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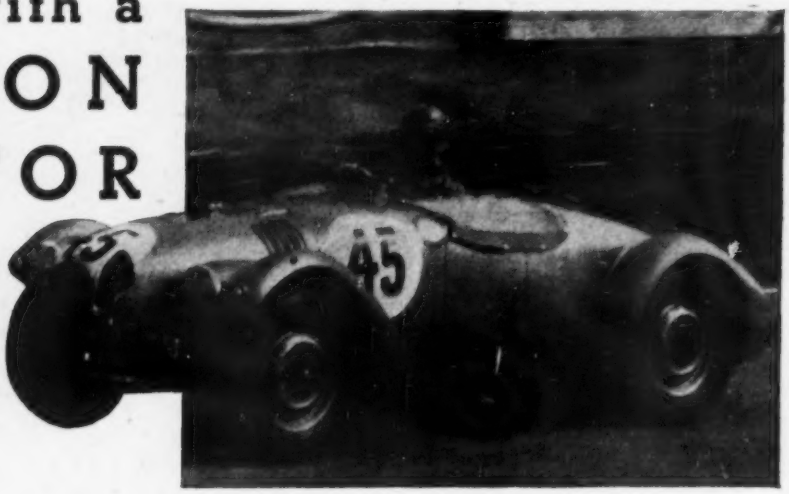

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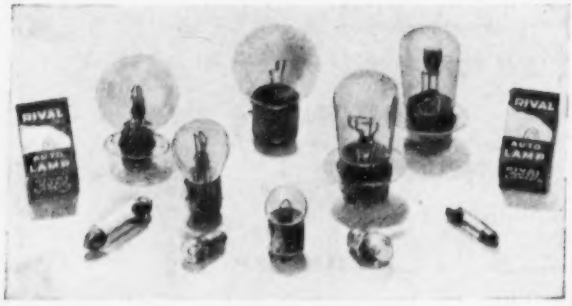

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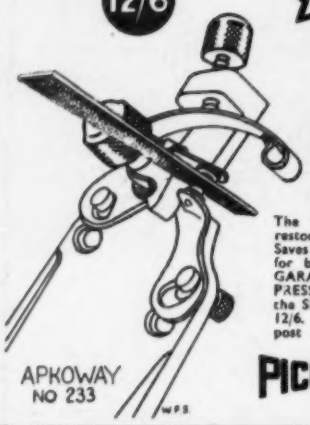

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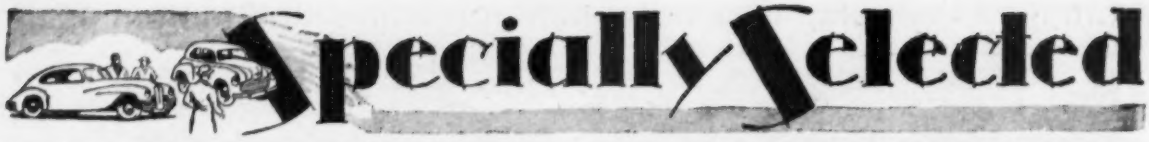

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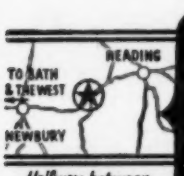

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1947 **WOLSELEY** 12 saloon	£475
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1947 **AUSTIN** 10 saloon	£375
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1948 **AUSTIN** A40 saloon	£485
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1951 **WOLSELEY** 680 saloon	£775
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1947 ARMSTRONG SIDDELEY Hurricane 16 coupe, radio	£495
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1951 AUSTIN A.70 Hampshire Saloon, radio and heater	£725
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1951 AUSTIN Sheerline S/Saloon	£1,145
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1950 HILLMAN Minx Saloon	£525
1951 HILLMAN Minx D/H Coupe	£695
1952 HUMBER Super Snipe Saloon, heater	£1,175
1951 HUMBER 16 Hawk Saloon	£775
1948 JAGUAR 3½ Saloon, radio and heater	£645
1950 JAGUAR 3½ Mk. V S/Saloon, radio	£975
1952 JOWETT Javelin Saloon, heater, etc.	£795
1948 LANCHESTER 10 Saloon	£645
1948 M.G. T.C. 2 seater	£495
1952 M.G. T.D. 2 seater	£725
1950 M.G. 1¼ Saloon	£725
1953 MORRIS Minor Saloon, heater	£655
1951 MORRIS Oxford Saloon	£675
1951 RILEY 2½ Saloon, radio	£975
1948 ROVER 60 Saloon	£775
1949 ROVER 75 6 lt. S/Saloon	£845
1951 ROVER 75 P.4 Saloon	£1,125
1946 ROVER 16 6 lt. S/Saloon, radio	£595
1949 STANDARD Vanguard Saloon	£525
1952 STANDARD Vanguard Saloon, radio and heater	£745
1952 SUNBEAM-TALBOT "90" Coupe, heater	£1,095
1951 SUNBEAM-TALBOT "90" S/Sal.	£875
1947 VAUXHALL 14 Saloon	£475
1952 VAUXHALL Velox Saloon, heater	£875
1950 WOLSELEY 4/50 Saloon	£695
1951 WOLSELEY 6/80 Saloon	£795

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

ACRES offer:—

1949 A.C. 2-litre saloon, finished in black with brown leather, complete with seat covers and many extras, speedometer reading 23,000, undoubtedly genuine, beautifully kept and maintained by extremely careful A.C. enthusiast; this car must be seen and driven to be really appreciated and must be a bargain at £725.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

GATEHOUSE offer:—

1938 A.C. 2-litre drop head coupe, in excellent condition; £275.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1949 A.C. saloon, fitted heater, a really fine car; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1933 A.C. drop head coupe, exceptional condition, £250 overhaul recently.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1952 (July) A.C. 2-litre saloon, black and beige with loose covers, special engine and fittings, rev. counter, fog lamps, 8,500 miles, as new; sensible offer accepted.—Box 6860. [2269

1938 16/80 b.h.p. super sports 2-str., all-weather equipment; one of stable maintained regardless; low mileage; full history; beautiful condition and performance; £350.—Box 7135. [2887

£225—1956 A.C. 16hp drop head twosome coupe, reconditioned engine, new tyres last year, a rare example for the connoisseur; £100 down.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024

1951 A.C. tourer, Buckland body, complete with all-weather equipment and tonneau cover, mechanically the car is in first-class condition and the bodywork is immaculate; price £925.—Apply W. A. Dawson, Esq., 12, Moreton Ave., Harpenden, Herts. [2784

A.C. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object; details please to:—28, Upper High St., Epsom Surrey. Tel. Epsom 9400. [W2001

ADLER

FIRST registered 1947, Adler 9hp green saloon, 40 mpg. actually 1959/40 model; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

Alfa-Romeo Cars Wanted

BARTLETT.—Alfa Romeo specialists, 27a, Pembridge Villas, W.11. [W1015

PERFORMANCE CARS urgently require Alfa-Romeos.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520 [0124/R

ALLARD

B. J. HUNTER, Ltd., offer:—

1951 Allard sports saloon, fitted radio, maintained regardless; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR, always best value.

1949 special 4-seater saloon, superb condition, Mercury engine, extremely reliable and fast, bargain; £475.

P1 saloon 14,000 miles, black, spotless; £595.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

£595!!!—Late 1950 Allard sports saloon, in maroon with leather interior to tone, original and very atractive looking car with most impressive performance, makers' overhaul to engine and gearbox last December; also a late 1951 mode, in grey and another 1950 saloon in black.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

SALES & WANTS

Turn to page 178 for Advertisement Form

INDEX

	PAGE
Agricultural Equipment	175
Ambulances	160
Auctions, Tenders, Appointments, etc.	178
Axleshafts	175
Batteries, Chargers, etc.	175
Books, etc.	177
Brakes, Cables, etc.	175
Businesses and Property	177
Camshafts	174
Caravan Section	161
Carburettors, Economisers	174
Car Carpets	174
Car Radio	175
Cars for Hire	175
Chromium Plating	174
Clothing, etc.	174
Clutch Units	174
Coachbuilders and Bodies	175
Commercial Vehicles	161
Cylinder Blocks	174
Cylinder Grinding, etc.	174
Cylinder Heads	174
Diesel Conversions	174
Dynamos	174
Electrical Equipment	174
Engines and Accessories	174
Exchange	175
Financial Partnerships, etc.	175
Garage Equipment	174
Gear and Steering Boxes	174
Heaters	174
Hoods, Cellulose, etc.	174
Hotels Guest Houses, Accommodation, etc.	177
Independent Suspensions	174
Insurance	174
Lamps, etc.	175
Loose Covers	175
Magnetos	175
Miscellaneous	175
Mobile Canteens, Kitchens, etc.	160
Motor Cycles for Sale	160
Motor Hearses	160
New Cars	161
Packing and Shipping	175
Parts and Accessories	175
Patents, Experimental Work	175
Pistons	175
Radiators, Muffs, etc.	175
Repairers, Welding, etc.	175
Roof and Rear Luggage Racks	176
Safety Glass	176
Second-hand Cars for Sale, Wanted and Spares and Service	137-160
Shock Absorbers	176
Situations Vacant	177
Situations Wanted	177
Speedometers	176
Springs	176
Superchargers	176
Trailers	161
Tuition	175
Tyres and Tubes	176
Wheels, Discs, etc.	176
Windscreens	176

MOTORISTS!
ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 177

ALLARD

GUY SALMON AUTOMOBILES offer:—

1952 Allard M2X drop head coupe, 1,000 miles; any reasonable offer will be accepted for this car.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 unregistered (shop soiled) Allard saloon, current model, grey/red leather; list £1,712, opportunity at £1,250.

CENTRAL MOTOR Co., Ltd., Main Ford Dealers and Allard Motor Distributors, Leicester, 41, London Rd., Leicester 20294. [2687

£650—1951 Allard saloon, low mileage, kept in new condition; terms or exchanges.—G. S. Hall, Ltd., 302 King St., Hammersmith, W.6. Riverside 2881. [C2031

545 gns.—Allard 1949 sports 2-seater, black, blue leather, one careful owner, moderate mileage, unused spare exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Allard (October, 1948) sports 4-seater, red, red leather concealed hood tonneau cover, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

K2 Allard sports 2-seater, low mileage, metallic mist green, beautiful condition; £688.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

Allard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

J2 wanted for cash.—Valentine 2098 or 4674 [W2018

ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674 [W2018

BARTLETT will pay more for Allard cars.—27a, Pembridge Villas, W.11. [W1015

REALLY good secondhand Allard required.—Club, 50, Harley House, London, N.W.1. [W1086

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

ALVIS

B. J. HUNTER, Ltd., offer:—

1949 Alvis 14 saloon, special razor-edge body; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BROOKLANDS: Alvis Distributors, new 3-litre.

1953 Alvis sports 2-seater, 750 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 (Dec.) Alvis 3-litre drop head coupe, 6,000 miles.

1950 Alvis 14hp sports 2-seater; extras.

ALVIS cars examined, approved by distributors.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 Alvis 3-litre 2-seater, 600 miles only; £1,465.

1951 Alvis 3-litre saloon, black; £1,175.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

ALVIS Speed 25 tourer, 1958, exceptional mechanical condition, one owner; £525.—C. G. Norman & Co., Vic. 3211. [2675

£165—Alvis 12/60 sports 2-seater, racing green, recent overhaul; £80 down.—Below.

£125—1952 Alvis 12/60 saloon, in remarkably good condition throughout; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

CASS'S MOTOR MART.—1949 Alvis 14/70 drop head coupe, 15,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1939 Alvis 12/70 sports saloon, good; £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1951 (Aug.) Alvis 3-litre Standard saloon, black/maroon; £1,175.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. Rus. 2874/5. [2611

1939 Alvis 12/70 sports saloon, magnificent condition throughout, must be seen to be appreciated, colour black with maroon upholstery; £375; or H.P.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151/2. [2807

1937 (July) Charlesworth Speed 25 saloon, dual grey, excellent condition throughout, taxed year; £285.—George Newman & Co. (Brighton), Ltd., 59-60, Old Steine, Brighton 28102/4. [2605

1928 Beetleback, in spanking condition throughout, four new tyres, a little smasher in every respect; £125; terms, exchanges.—Portland Sports Autos, Meadhead Garage, Sheffield 45212. [2848

1948 Alvis 14hp shooting brake, natural wood body, one owner only, fitted new engine, immaculate condition; £465; terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 655. [2854

SPEED 25, 1938 model, open tourer, in perfect order, respraved, engine overhauled, perfect mats, leather, tyres, etc.; £475.—Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 3952. [C1007

£695!!—1949 (December) Alvis 14hp saloon, black, brown leather, 50,000 miles, in the hands of one owner and in exceptionally good condition.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1933 Speed 20 2-4-seater, originally prepared for Alpine Rally team, engine entirely reconditioned, recellulosed light green, fitted new carpets and weather equipment, replated, a most handsome car in beautiful over all condition; £295.

CHARACTER CARS, Croydon 2555. [C1044

525 gns.—Alvis 14 (November, 1947) 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

525 gns.—Alvis Speed 25 1939 Charlesworth foursome drop head coupe, black, brown leather, heater, P.100 headlamps, many extras, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 6041 Tube). Hampstead 6041. [C3016

£550—1937 Alvis 4.3 Vanden Plas special drop head coupe in most exceptional condition, black with blue hide upholstery, fitted many extras, maintained regardless of cost; terms, exchanges.—G. S. Hall Ltd., 302, King St., Hammeramith, W.6. Riverside 2691. [C2051

£225!!!—1936 Speed 20 Alvis foursome drop head coupe, beautifully styled and modern looking bodywork by Messrs. Charlesworth Bodies, a quality car with a performance that will out-class many post-war models of equal horse, P.100's, Telecontrol shock absorbers, and many other extras.

!!!—Alvis 13.58hp sports 2-seater, September 1950, with the entirely new aerodynamic body styling immaculately finished in Ensign red, with luxurious upholstery in cream pig-skin absolutely unmarked, fitted latest and most expensive type H.M.V. press-button Radiomobile (built-in) and very efficient interior built-in heater, general mechanical condition is entirely consistent with the immaculate appearance, performance is quite spectacular for the relatively low horse power, yet the car is essentially economical to run, acceleration through the gears will make most other cars of similar capacity look like funeral processions; as for the history, this Alvis has been in the hands of one fastidious owner since new and has done an incredibly small mileage, being used on special occasions only; any trial or examination by A.A. or R.A.C. would be cordially welcomed.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

PROBABLY the finest Alvis Speed 20 on the road, well over £600 has been spent on this car since June, 1950, including complete major overhaul and balancing by Laystall, new radiator, new back axle, all new or reconditioned accessories, very imposing sports saloon by Mayfair, regularly maintained by Alvis, Ltd., open to any reasonable expert examination; £550 o.n.o.—Tel. Stonegrove 8177 (London). [2586

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

3-LITRE Alvis saloon required, recent model.—Lotimer, Thickwood, Elmstead Lane, Chislehurst. [2730

3-LITRE and T.A. Alvis saloons urgently wanted, must be in good condition.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. Rus. 2874/5. [2613

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object; details please to:—28, Upper High St., Epsom Surrey. Tel. Epsom 6400. [W2001

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0590/R

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SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

Alvis Spares and Service

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES.—Sales and service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241/2. [S4053/R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD 1951 Chevrolet sedan, 4-door, fitted radio and heater; all extras.

RHD 1949 Chevrolet saloon, 4-door, fitted heater and seat covers.

RHD 1949 Pontiac saloon, 2-door, fitted radio, heater and seat covers.

1949 Cadillac saloon, 4-door, hydramatic drive, radio, heater and extras.

1952 Chevrolet saloon, low mileage, fitted with extras.

1949 Ford Customs 4-door saloon, fitted with heater and seat covers.

1949 Plymouth saloon, 4-door, fitted with heater.

1952 Studebaker Champion saloon, 4-door, low mileage, radio, heater, seat covers.

1951 Studebaker Champion saloon, fitted with radio, heater and all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1951 Ford Customs saloon.

1950 Chevrolet Bel Air saloon.

1950 Pontiac 8-cylinder de luxe.

1949 Studebaker Champion saloon.

1947 Oldsmobile 98 hydramatic saloon.

1947 Buick Super 51 saloon, r.h.d.

1947 American Ford de luxe, r.h.d.

1938 Oldsmobile d.h.c.

FOR further details see under classified advertising.

ALWAYS a representative stock of carefully chosen pre- and post-war American cars.

280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CAMDEN MOTORS offer post-war American cars:—

1947 right-hand drive Hudson Commodore 22hp saloon, reconditioned engine.

1947 right-hand drive Chrysler Windsor sln., fluid drive, all extras.

1948 right-hand drive Plymouth saloon, just resprayed pastel grey.

1947 right-hand drive Lincoln saloon, chauffeur maintained since new.

1948 right-hand drive Ford V.8 (American) super de luxe saloon.

1949 right-hand drive Packard Super 8 sln. (2nd series), with overdrive, etc.

1948 Packard Super Eight saloon, in grey, genuine 19,000 miles.

1949 Buick Super Eight saloon, 4-door 6-seater, immaculate specimen.

FOR details write, call or 'phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028

1947 (Sept.) Oldsmobile sedan, black and cream, low mileage, immaculate condition, mechanical 100%; £675.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£345.—Packard 6-cylinder saloon, 1939, immaculate condition; £295, Hudson 17hp saloon, 1939, engine overhauled, radio; £165, Ford V.8 saloon, 1937; £155, Ford V.8 drop head coupe, leather upholstery, 1936.—Raybern Cars, Ltd., 30, Upbrook Mews, Craven Rd., Paddington 0385. [2830

American Cars Wanted

AMERICAN car wanted for cash.—Valentine 2098 or 4674. [W2018

1946/7/8 American Ford wanted.—619, York Rd., Leeds. [2615

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers, Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97 Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4056

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, black, brown leather, as new, £995; one week's free trial, guaranteed, deferred terms available.—184, Gt. Portland St., W.1. Museum 1001. [C2039

CYRIL SHEPPARD offers:—

1952 Armstrong pick-up with 6 seats in cab, mileage 3,000, as new; £750.—Sheppards Hill, Reading. Sonning 2345. [2502

GUY SALMON AUTOMOBILES offer:—

1952 Armstrong Siddeley Whitley 6-light saloon, black, 3,000 miles, absolutely faultless condition throughout; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ARMSTRONG SIDDELEY

1952 Armstrong Siddeley Pick-up, 9,000 miles; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

SPLENDID order and immaculate 14hp Armstrong Siddeley, sacrifice; £235.—135, Cricklewood Broadway, N.W.2. [C2022

1951 Armstrong Siddeley Whitley 18hp saloon, black, heater, 11,000 miles, one owner, spare unused; £945.

RIPCO, Ltd. (Armstrongs Purchased), 16, Albemarle St., Mayfair, London, W. Regent 2952. [C3052

1948 Lancaster saloon, black, brown leather, very good appearance and condition; price £545.—Aitchison Meon. Tel. Godalming 1441. [2622

1948 (May) Armstrong Siddeley Hurricane drop head coupe, grey with blue hood and blue leather upholstery, one owner, low mileage; £575.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 model Armstrong Siddeley Lancaster saloon, faultless mechanically and appearance, one owner; £750!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£695!!—A beautiful 1949 Armstrong Siddeley Typhoon black, one owner, perfect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow. Tel. Harrow 4444. [C3025

NAYLOR & ROOT, Ltd.—1949 Armstrong Hurricane coupe, duo brown, low mileage, very attractive; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1947 Armstrong Lancaster saloon, grey/brown leather, low mileage, heater; £479; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1947 Armstrong Siddeley Hurricane drop head coupe, one owner, 28,000 miles, radio, taxed, superlative condition; £465.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0813. [C2014

A & S Limousine (late 1951) 18hp partition, 7-passenger, black, total mileage 1740, equal new throughout, opportunity. £1245.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

£585!!!—1948 Lancaster saloon de luxe, in that immaculate condition often sought after but rarely found, spotless bodywork, immaculate interior and mechanically excellent, see and compare this for value; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£495!!!—Jan. 1948 Hurricane drop head foursome coupe, original makers' finish in dark blue, blue leather, manual synchromesh gears, air conditioner, good mechanical order, new hood fitted this year; choice of four other Hurricanes—two with preselectors and two with manual gears.

£725!!!—Feb. 1950 Lancaster 4-door saloon, 18hp engine, a beautiful car, luxuriously equipped with radio, heater, seat covers, etc., nominal mileage.

£645!!!—Lancaster saloon, first delivered and registered very late 1948, immaculate and beautiful pastel grey coachwork with rich luxurious leather upholstery, fastidiously maintained in every true sense of the word by one private owner, genuine moderate mileage, open to any examination and trial.

ALSO a very low mileage 1948 Typhoon sports saloon, February registration.

£895!!!—Immaculate 1951 Whitley 4-door fourlight saloon, unmarked and practically as brand new, manual gears, built-in radio, heater, fog and passlights, exceptionally small mileage.

ALSO a 1951 Whitley six-light saloon with preselector gear box.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ARMSTRONG, in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

GENUINE unfaked Lancaster or Whitley, 1949-52, with good history; private buyer.—Box 7057. [2643

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7-SEATER privately owned Limousines required, 18hp 1951/52, also 17/25hp 1939—cash waiting.—A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

Armstrong Siddeley Spares and Service

AROOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0779

BIRMINGHAM joint distributors, spare parts from 1952.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

ASTON MARTIN

BROOKLANDS: Aston Martin distributors, stock D.B.2 saloons and drop head coupes; buy or sell your car.—105, New Bond St., London, W.1. [C1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

GE

1938 series Aston Martin 2-litre, fitted elegant 4-seater sports tourer body, with fully disappearing hood, swept tail, recessed spare wheel, concealed luggage compartment, finished immaculate dove-grey cellulose, chromium fittings, green leather, carpets to tone, excellent all-weather equipment including all-over zip tonneau; specialities include: large type instruments, thermometer gauge, tone horns, twin petrol pumps, magneto, built-in jacks, quick release fillers, knock-on wheels, sprung steering wheel, nearly new tyres and battery; marvellous performance, written guarantee; £345.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

H. W. MOTORS, Ltd., offer:—

1953 Aston Martin DBII saloon, fitted special engine, low initial mileage; this car is indistinguishable from new; £2,350.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

FRIARY MOTORS, Ltd., offer:—

1938 2-litre saloon, one owner, resprayed, excellent condition; £330.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. [2832

PARADE MOTORS (MITCHAM) offer:—

ASTON MARTIN Mark II 2-4-str., short chassis, fitted with 2-litre dry pump engine, Girling brakes, very good tyres, red; £375.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

1933 Le Mans 2-4-seater, green, engine rebuilt by Friary Motors, costing over £100, in 1952, requires attention to its appearance but basically a very sound car; £250.

CHARACTER CARS. Croydon 2555. [C1044

1938 2-litre drop head coupe, recently rebuilt, re-upholstered, 4 new tyres, new battery, very fast, offers or 4-seater saloon in exchange.—Hadleys, Oldbury, Birmingham. Broadwell 1179. [2789

ASTON MARTIN 1958 2-litre saloon, outstanding mechanical condition, magnificent appearance, excellent performance, radio; £375 gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678/9. [C1041

Aston Martin Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors Ltd., Old Windsor. Windsor 2002-3. [0197/R

INTERNATIONAL or Le Mans wanted, any condition if price right.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [2705

DBII 1952/3 Aston Martin wanted, must be as new.—A. Freeman, Ltd., Grosvenor Garage, Burbage Lane, Manchester. Rus 2874/5. [2612

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialized servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

125 gns.—Austin 7 1936 open road tourer, black, good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Austin 7 (November, 1936) Nippy sports 2-seater, sea green, spare unworn, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [C4018

£225.—1938 Austin Big 7 4-door de luxe saloon, in outstanding condition throughout; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£235!!!—1938 Austin Big Seven saloon, in really amazing and remarkable condition for its age, genuine specimen condition, carefully used, an irreplaceable bargain.—Below.

£155!!!—Austin 7 Ruby de luxe saloon, bodywork immaculate, interior excellent, an absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROYS for Good Austin 7s.—1937 saloon £135, 1939 saloon £185; 1937 2-seater, £155; also 1935 tourer, £95; h.p. and exchanges.—Roys Automobiles, Ltd., 122, Parkway, N.W.1. Euston 2700 and 8894. [C3059

CAMDEN MOTORS.—Austin 7 saloon, very large selection, 1957 Ruby de luxe models from £125 (choice of six), 1958 models from £145, 1940 models, 8hp with new body styling like post-war from £275, also several Big Sevens and post-war Eights. Write for details.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1055

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

ACRES offer:—

1953 Austin A30 4-door de luxe saloon, finished in pastel green, speedometer 900 miles, undoubtedly genuine, carefully used and as brand new.—Offers to

ACRES AUTOS, Ltd., 156 Streatham Hill, London, S.W.2. Tel.: Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel.: Macaulay 2211-2. [C1002

1953 A30 saloon, black, heater, extras, as new; £615.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4008

NAYLOR & ROOT.—1953 Austin A30 saloon, mist green/beige, heater, 4,000 miles only, indistinguishable from new, £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

DICKS.

1947 Austin 8 saloon de luxe, very economical, 4 doors, carefully used; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

C.M.I. CAR SALES (Pri. 6623) offer:—

1947 Austin 8 4-door saloon, black, excellent condition throughout; £375.

THREE months' guarantee, terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

£350.—Austin 8, black, one owner.—Ernest Rogers, Bridge St., Guildford, Surrey. [2407

1939 Austin 8 tourer (not ex-W.D.), bargain; £175, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1941 registered Austin 8 saloon, very well kept; £275.—L. F. Dove Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1937 Austin 8hp Ruby saloon; £169.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

1946 (Oct.) Austin 8 4-door de luxe saloon, black/brown leather upholstery, in superb condition throughout; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5026

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloon, black with brown leather, one owner, speedometer reading 27,000 miles, excellent condition; £365; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

REALLY good secondhand Austin 8 required.—Cobb, 30, Harley House, London, N.W.1. [W1086

REQUIRED immediately, good Austin 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GARAGE SERVICE Co., Ltd.

1938 (July) Austin 10 Cambridge de luxe saloon; £245.

1081 Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

1947 Austin 10 saloon, one owner, well kept; £415.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5048

1938 Austin 10, original condition, excellent engine; £245.

MADDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

AUSTIN 10 1947, carefully used, 25,000 miles only; £425; terms.—Hagger Oaktree Rd., St. John's Wood, N.W.8. Cun. 7335. [C2044

£395.—1947 Austin 10 sunshine saloon, recellulosed, immaculate, choice of two.—Lawton-Goodall, 36, North Audley St., W.1. [C2022

1946 Austin 10 4-door saloon, black, brown leather, original, very good condition throughout; £425.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

295 gns.—Austin 10 1940 type saloon, black, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED immediately, good Austin 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A40 Somerset saloon, heater, 1,000 miles; £785.

1951 Austin A40 Devon saloon, heater, 12,000 miles; £665.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

ELITE MOTORS offer:—

1952 model Austin A40 Devon 4-door saloon, grey/brown, heater, low mileage, one owner, steering column change, spotless condition; £675.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1951 Austin A40 saloon, one careful user, £625.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, green, 3,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, W.1. Grosvenor 4772-3. [C3051

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, grey, 33,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, W.1. Grosvenor 4772-3. [C3051

AUSTIN A40

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Devon saloon, black, heater, 15,000 miles; £615.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WANSTEAD MOTORS, Ltd., offer:—

1951 (Dec.) A40 saloon, grey, heater, sun-roof; 24,000 miles; £645.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A40 saloon, 8,000 miles, fitted heater, sliding head, taxed year; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1951 A40, 1,300 miles, sunshine roof, green, one owner; £610 o.n.o.—Ter. 8189. [2710

AUSTIN A40, 1951, black, brown interior, 16,000 miles, body condition good; £625.—Paddington 0022. [C2052

AUSTIN A40 sports, 1951, new engine, fully guaranteed by C. G. Norman & Co.; £625.—Vic. 2211. [2874

1951 Austin A40, green, brown leather, heater; £625.—Dobsons, Ltd. (Austin Agents), Staines. Tel. 801. [C1074

1951-52 A40 Devon, mileage only 4,000, £675, consider exchange.—5, Cheriton Place, Folkestone 51581. [2752

1952 Austin A40 sports drop head coupe, metallic grey with grey leather upholstery, 11,000 miles; £695.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1951 Austin A40 Devon, grey, immaculate condition, fitted heater, one driver, 8,900 miles; £650.—Tel. Popesgrove 7776. [2719

1952 Model Austin A40 Devon saloon de luxe, black, brown leather upholstery, heater, 11,000 miles, taxed year; £675.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1952 Austin A40, dark green, exceptional condition throughout.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

£495!!!—1949 Austin A40 Devon saloon, one owner, 26,000 miles.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1951 A40 Devon saloon, bottle green and brown interior, heater, spare unused, 5,000 miles, £665.—Robins, East Putney. Tel. 4581. [C3010

1950 Austin A40 saloon, completely overhauled, radio and heater, one owner; £575.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1800 miles.—1952 A40 Somerset saloon, fitted heater.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1953 Austin A40 sports, green, fitted heater, works mileage only; £785.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1065

1949 Austin A40 saloon, blue and blue leather, fitted radio, interior heater, fog and pass-lamps, one owner, low mileage, in showroom condition; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1951 (November) Austin A40, grey, steering column gear change, sun roof, fitted loose covers, heater, 13,500 miles, one owner; £650.—Evenings, Streatham 3051. [2655

1950 (July) A40 saloon, 22,000 miles, fitted heater, dark green, one private owner excellent condition throughout; £585.—17, Hartley Old Rd., Purley, Uplands 5656. [2763

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LOW-MILEAGE A40 for cash wanted.—Price and particulars to Box 7021. [2624

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

FRICKERS of Holland Park wish to purchase high grade A40 saloons.—Tel. Park 5077. [W2016

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May 5051. [W5043

AUSTIN A40 saloon, small mileage, generous cash offers made.—Smith Motors, Goodmayes, Ilford, Seven Kings 6090. [2579

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

AUSTIN TWELVE

SLOCOMBES, Ltd. Willesden 4869.

1938 Austin 12 saloon, black, brown interior leather, just decoked; £225, or insured h.p. terms; part exchanges cars or motor cycles, we close at 7.30 p.m.—Write, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

AUSTIN 12 saloon, 1939, very good condition throughout; £265.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1939 Austin 12 Ascot saloon, good condition, taxed; £220, or £110 down; terms arranged.—7, Radcliffe Rd., Croydon 1503 (private). [C4041

AUSTIN 12, first registered 1950, black, loose covers, in exceptional condition throughout; £485.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821. [C3040

Austin Twelve Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

1949 Austin 16 saloon, radio, heater, absolutely faultless; £525.—Hillingdon Motors, Tel. Uxbridge 412. [2900

£485 !!!—1948 Austin 16 saloon, in excellent condition throughout.—Vandervella, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer-Deck Coachwork, lavishly equipped, low cost, bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

WANTED 1948/9 Austin 16, private buyer requires spotless low-mileage car, preferably from original owner.—Box 7107. [2711

HIRECAR Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

ACRES offer:—

1951 (late) Austin Hereford saloon finished in black with grey leather upholstery, heater, radio and many extras, speedometer reading 14,000 miles, undoubtedly genuine, carefully used and spotless condition throughout; first £750 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd. LONDON Distributors.

1953 Austin A70 Hereford saloon, heater, 600 miles; £875.

1952 Austin A70 Hereford saloon, heater, 10,000 miles; £795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

HEREFORD, not 6 months old, 7,000 miles, used with loose covers, heater, sun roof, unmarked; £825.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER Ltd., offer:—

1951 A90 saloon, fitted radio and heater, really as new; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H.W. MOTORS, Ltd., offer:—

1952 Austin Atlantic A90 sports saloon, 8,000 miles, finished black with beige leather upholstery, fitted radio and heater; £825.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

SAUL & SLATTER, Ltd., offer:—

1950 Austin A90 power-operated convertible, cream with blue leather upholstery; £725.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 3651/2/3. [C4002

GLANFIELD LAWRENCE offer:—

1952 Austin A90 saloon, blue/grey, heater/radio, etc., one owner, 9,000 miles, completely as new; £850.—407, High Rd., N.12. Finchley 0091. [C2053

MAYFAIR COUNTRY CARS offer:—

1951 (Sept.) Atlantic saloon, radio, heater; £700.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A70 Hereford convertible coupe, grey, radio and heater, 6,000 miles; £995.

1952 Austin A70 Hereford saloon, green, heater, 7,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MANN EGERTON & Co., Ltd., offer:—

1952 Austin A70 Hereford, Cheviot, fawn with fawn leather upholstery, bench type front seat, radio, heater, etc., 8,000 miles; £845.

14, Berkeley St., London, W.1. Regent 2073. [C2006

AUSTIN A70 & A90

1952 Austin A90 saloon, black, immaculate; £895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1953 (May) Austin A90 saloon, 200 miles, black.—Weybridge 600. [C4023

1952 Austin A90 coupe, power hood, radio, 10,000 miles.—Weybridge 600. [C4023

£750 —1951 Austin Hereford saloon, radio, heater.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1953 Austin A70, green/brown leather interior, 200 miles full warranty; £875.—Haskins, Ladbroke 1155. [C3027

£850 —Austin A90 sports saloon, black, beige upholstery, 2,500 miles only, a genuine small mileage car, as new throughout.

£750 —1951 Austin A90 saloon, black, beige upholstery, recorded mileage 24,000, fitted heater, radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Austin A70 Hampshire saloon, 12,000 miles only £675.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1952 Austin A70 Hereford saloon, black, 6,000 miles, superb condition; £835.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3045

1950 Austin A90 sports, hydraulic, in superb condition, heater, radio, 5 new tyres, new hood; £675.—Allen's Autos, Cheltenham. Tel. 3778. [2586

1952 Hereford saloon, 5,000 miles, radio and heater. —British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

AUSTIN (December, 1951) A70 saloon, small mileage, really indistinguishable from new, special brakes and wheels; £750.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

1950 (Oct.) A70 Hampshire saloon, heater, blue, 36,000 miles, perfectly kept, taxed Dec.; £630.—Dunield, Old Catton, Norwich. Tel. Norwich 21606. [2759

JACK ROSE, Ltd., offer 1951 Austin A90 Atlantic hard top saloon, very clean inside and out, one owner; accept £765.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

£695 !!!—Atlantic drop head foursome coupe, 1950, a beautiful specimen in black, all usual built-in extras plus Andre Telecontrol shock absorbers, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 (Nov.) A70 Hereford saloon, fawn with brown leather, heater and radio, 6,000 miles, in new condition throughout; £845.—Robbins, East Putney. Tel. 4581. [C3010

1951 Austin A90 drop head, electric top and windows, radio, heater, spare unused, 7,000 miles, like new; £795.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006

1953 Austin A70 Hereford, fawn with brown hide, heating and demisting, mileage 5,000, indistinguishable from new; £835.—Rolfe's Garage, Austin Main Dealers, Henley-on-Thames. Tel. 136. [2759

1951 Austin A90 Atlantic saloon, with radio and heater, black, red leather upholstery, one owner, 7,000 miles, immaculate; £765.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067

545 ens.—Austin A70 late 1949 Hampshire saloon, black, sliding head, heater, good tyres, exceptional condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£795 !!!—Spotless Austin A70 Hereford de luxe saloon, 5,000 miles only, fitted many extras, unusual colouring of grey-blue and black, most attractive car, not yet 2 years old but literally looks and runs like brand new; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London N.W.1. TELEPHONE: Euston 1212. [0953/R

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

AUSTIN A70, genuine Countryman, 1951/2/3, low mileage.—S. H. Gillies, 3, Garnfield Rd., Liverpool, 4. Stan. 2822. [2696

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

A70 Countryman, full market value to private owner for perfect condition, low mileage, 1951-52 model.—Box 7122. [2777

AUSTIN EIGHTEEN

CAMDEN MOTORS.—Austin 18, see selection of limousines on special advert. page 133 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1938 Austin 18 Windsor 7-passenger saloon, much above average; £325.—Hillingdon Motors, Tel. Uxbridge 412. [2901

AUSTIN EIGHTEEN

1938 Austin 18 Ivor limousine, excellent condition; £335.

PARAMOUNT AUTOS, 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2934. [2860

1939 Austin 18hp Windsor long chassis 7-seater saloon, exceptional condition, all original, many extras, heater, disc, sideshields, spot lamps, badge bar, covers, etc.; £695.—H. Biffen & Sons, Ltd., Bridgwater, Somerset. Tel. 2620. [2616

Austin Eighteen Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting.—A. & S., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A125 & A135

ACRES offer:—

1949 (late) Austin Princess saloon, finished in black with leather and cord upholstery, heater and radio, nominal mileage; this magnificent vehicle has been beautifully kept and maintained and is practically unmarked and indistinguishable from brand new; first £1,095 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd. LONDON Distributors.

1951 Austin A125 Sheerline saloon, 19,000 miles; £1,128.

1949 Austin A125 Sheerline saloon, guaranteed; £835.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY. RAYMOND WAY OF KILBURN. RAYMOND WAY, the hire-purchase specialists.

1949 Austin Sheerline, radio and heater, director's car, chauffeur driven and maintained, immaculate throughout; 799gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C3047

SCOTT CARS offer:—

1951 Princess, 10,000 miles, radio and heater, absolutely as new; £1,395.

SCOTT CARS, 347, Finchley Rd., London N.W.3 Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1950 Austin Sheerline saloon, fitted radio, heater, superlative condition; £850.

1949 Austin Sheerline saloon, fitted innumerable extras, positively as new; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS Ltd., offer:—

1950 Austin Sheerline saloon, black with beige upholstery, radio and heater; recorded mileage 21,000; £945.

836/842, High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES offer:—

1951 (July) Austin Sheerline saloon, grey and grey leather, 16,000 miles, faultless condition; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Austin Sheerline saloon, black, 15,000 miles; £985.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1953 (April) Austin Sheerline saloon, black, 200 miles.—Weybridge 600. [C4023

GUY ALFREDS & Co., Ltd.—1949 Austin Sheerline, privately owned, all extras.—6-7, Warren St., W.1. Euston 3266. [C1005

1950 Austin Princess, 15,000 miles; £1,125.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1949 Austin Sheerline, black, brown interior, radio fitted, body in immaculate condition, chauffeur maintained; choice of two.—Paddington 0022.

1951 Princess, one owner, 19,000; £1,575.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344.

1950 (December) Austin Sheerline saloon, black, 6,000 miles only, spare unused; £1,095.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 (June) Austin Sheerline, grey with grey leather, radio, heater, loose covers, taxed year, mileage 15,000; £890.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1949 Austin Sheerline, radio, heater, colour black, fawn upholstery, practically new tyres, taxed year, complete history available; £765.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

AUSTIN Princess, 1952, absolutely new condition, metallic silver finish, light blue upholstery, 3,100 miles only, owner taking delivery of smaller car; will accept best offer.—44, Farquhar Rd., Edgbaston, Birmingham. [2628

£945 !!!—Late 1950 Sheerline saloon in absolutely as new condition, coachwork and interior literally without blemish whatsoever, one of a stable of three cars owned by wealthy country family, used chiefly for occasional trips to town, negligible mileage and mechanical condition in keeping, colour black/fawn leather, built-in radio, heater, screen-wash, etc., definitely the finest Sheerline we have handled.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0852/R

A125 wanted, exchange 1951 Citroen, cash adjustment.—Hit. 5685. [2882

PRIVATELY owned Sheerline.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN HIRE CARS

LIMOUSINE hire cars, Austin, partitioned, 7-seaters, 1950, choice of two; £675 each.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

LIMOUSINE hire car Austin 1951 partitioned 7-seater, chauffeur maintained, one owner, reasonable mileage, perfect condition; £650 or near offer.—Tel. Mansion House 2132. [2682

AUSTIN MISCELLANEOUS

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1949 (Oct.) Austin A40 saloon, grey, blue leather, heater, one owner, moderate mileage, excellent condition; £535.

1952 Austin A70 saloon, beige, brown leather, heater, speedo reading 12,000, as new throughout; £850.

1951 Austin Princess saloon, black, beige and grey leather, front seat covers, heater, radio, speedo reading 16,000 miles, condition equal to new throughout; £1,295. [C1001

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—58-52, Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Austin s. & Chalk Farm rd., N.W.1. Gul. 2767. [0822/R

AUSTIN wanted in good condition for cash.—Valentine 2098 and 4674. [W2018

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0904/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to:—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

C. G. NORMAN & Co.

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [B3054

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2852/2820. [0729/R

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Main Parts Stockists, Farnham, Surrey, for all spares from 1932 onwards; engines a speciality. [0968/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

NEW gears, parts, reconditioned guaranteed, 7, 10, 12, exchange gear boxes, shock absorbers; all types repaired.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Prim. 6159. [0387

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2, Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4¼-litre)

CAR MART, Ltd.

1947 Bentley 4¼-litre standard steel Mark VI saloon, beige with brown hide upholstery, guaranteed; £2,095.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [C1059

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,550.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

ACRES offer:—

1936 Rolls-Bentley 3½-litre sports saloon by Park Ward, finished in black with blue leather upholstery, many extras, including heater and radio, beautifully kept and maintained by Rolls and carefully used by one titled owner; first £795 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

PARK WARD & Co., Ltd.,

OFFICIAL Bentley retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0685

RUSSELL MOTORS offer:—

1938 4¼ Bentley L.S. series Park Ward 4-door saloon, black with blue leather, exceptional car.

1934 3½-litre Bentley saloon by Thrupp & Maberly, radio, Ace discs, mascot, etc.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork.

1952 (October) Bentley 4¼-litre, large bore, large boot, standard saloon, 6,000 miles.

1952 Bentley 4½-litre large bore H. J. Mulliner sports saloon, 11,000 miles, numerous extras.

1952 Bentley 4½-litre large bore standard saloon, 15,000 miles.

1951 (June) Bentley 4¼-litre standard saloon, one owner black, 19,200 miles.

1951 (May) Bentley 4¼-litre standard saloon, metallic green and grey, 29,000 miles.

1949 (July) Bentley standard saloon, latest type coachwork, 22,000 miles.

1936 Bentley 4¼-litre standard saloon, good mechanical condition.

AUDLEY House, North Audley St., W.1. Mayfair 5242-5-4.

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Park Ward drop head foursome coupe; £995.

1935 3½-litre Park Ward sports saloon; £795.

1934 3½-litre Thrupp & Maberly sports saloon; £695.

MASCOT MOTORS, Ltd., 237-245, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

1936 4¼ Bentley Park Ward saloon.

1936 (December) 3½-litre Bentley Park Ward drop head coupe, dualescent grey, red leather, two owners only.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnold 4604. [C5017

MANN EGERTON & Co., Ltd., offer:—

1949 (Nov.) Bentley Mark VI standard steel saloon, finished in black with brown leather; in very exceptional condition throughout and maintained by us since delivery, mileage 55,000; fully guaranteed; £2,550.

MANN EGERTON & Co., Ltd., Official Bentley Retailers, Norwich. Tel. 20481. [2902

MANN EGERTON & Co., Ltd., offer:—

1952 Bentley 4½-litre sports saloon, vineyard green with beige leather upholstery, 9,000 miles, £3,850.

1951 Bentley Mk. VI steel saloon, vineyard green and grey with beige leather upholstery, 29,000 miles; £3,350.

14 Berkeley St., London, W.1. Regent 2073. [C2006

H. M. BENTLEY & PARTNERS Ltd., offer:—

1936 (November) 4¼-litre Bentley Park Ward saloon, one owner, Bentley history; £1,085.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

P.B. LTD., offer: 1948 Bentley Mark VI standard steel saloon, black, brown leather, choice of two; £2,250.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. [C5055

CASS'S MOTOR MART.—1937 series Bentley 4¼, Gurney Nutting sports saloon, black.—5, Warren St., W.1. Euston 4110. [C1040

1935 3½-litre 4-door saloon by Charlesworth, very elegant lines, two owners from new, cellulose black and Bentley grey.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1947 Bentley Mark VI, s.s.s.: £1,950.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [0057

LATE Bentley car, Mk. VI, colour grey and black, only done small mileage, fitted extras; whole car just as new; £2,950; h.p. could be arranged.—Box 7154. [2884

BENTLEY (3½, 4¼-litre and New 4¼-litre)

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; example: 1950 mark VI Bentley fitted with drop head coupe, power operated, by Park Ward, finished in attractive dual colour combination, black and beige with beige upholstery, mileage 30,000; price £3,950.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Repairers and Retailers, offer at keenly competitive prices the following:—

MARK VI, big bore standard steel saloon, black, this car has been passed by the makers and is in superb condition throughout; £2,950.

1947 (Dec.) Bentley Mark VI standard steel saloon, black, 32,000 miles only, this car has several '49 features, including chrome waistline, wheel spats, screenwash and latest type demister, this is a specimen car; £2,275.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Bentley Mk. VI P.B.C. saloon, 44,000 miles, immaculate condition; £2,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1949 (April) Bentley standard steel saloon, splendid condition, 40,000 miles; £2,475.—Fiat 81, 6, Hall Rd., St. John's Wood, N.W.8. Cunningham 0567.

1951 Bentley 4¼ saloon, black beige, 19,000 miles; £3,565.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1934 (Nov.) Bentley 2-door sports saloon, grey and black, brown hide upholstery, most attractive car; £675.—Wards, of Putney, 72, West Hill, S.W.15. Vandyke 1535. [C4044

1938 Bentley 4¼-litre sports saloon, black with green leather, maintained in excellent condition; £1,250.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404).

£160 —Bentley 4½ open tourer, new hood, tonneau cover, excellent mechanical order, twin spares.—C. Lee, 2, River Court, Taplow, Bucks. Tel. Maidenhead 2715. [2805

BENTLEY 4¼-litre big bore 1952 model, dual silver, 12,000 miles; £3,595.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024/1

1947 Mark VI Bentley, colour light stone, radio and heater, mileage 49,000; £1,900; exceptional condition.—Wroots Motors, Grove St. Garage, Doncaster. Tel. Doncaster 49560. [2845

BARTLETT.—Bentley 1938 T. & M. saloon, 73,000 only, £1,250; Bentley 1937 Park Ward all steel, £1,150; Bentley 1934 Park Ward, £550, another at £525.—27a, Pembridge Villas, W.11. [C1015

1950 (Nov.) Bentley Mk. VI saloon, green, fawn leather, radio, heater, etc., 25,000 miles, one owner, as new.—Tickford, Ltd., 8 Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

3½-LITRE 1936 Bentley 4-door saloon by Wm. Arnold, 32 exceptionally modern and attractive; £965.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024/2

ROSE & YOUNG, Ltd., offer: 1950 Bentley Mark VI standard steel, immaculate condition, heater and radio, metallic silver; £2,650.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1938 (July) Bentley coupe de ville 4¼-litre, bodywork by Gurney Nutting, very carefully maintained, blue with blue hide upholstery, terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2051

BENTLEY Mark VI, late 1947 special sports body, grey with blue leather upholstery, radio, heater, spotlight, etc., mileage 50,000, over £550 spent on new tyres, tubes and overhaul bringing car up to maker's requirements; £2,450 or near offer.—Box 7110. [2724

CAMDEN MOTORS.—Bentley sports saloon, 1934, Park Ward 4-light body styling, immaculately finished in black with luxurious leather upholstery, purchased from executors of original owner, total mileage of just over 71,000, magnificent history and bills available for extensive overhaul by accredited Bentley specialists; opportunity to purchase a genuine low-mileage Bentley, a one-owner car in exceptionally fine condition; £695.

CAMDEN MOTORS.—Bentley Vanden Plas sports saloon, 1936 series and chassis number, another very fine car with stylish modern body lines, swept tail enclosing rear luggage boot, superb mechanical order; £695.

CAMDEN MOTORS.—Bentley 4¼-litre Mulliner sports saloon, June, 1936, series B/GP., one change of ownership in 1959, stored 1940-1946, and overhauled by Bentleys Feb/March, 1950, since when the car has done just under 20,000 miles; elegant and stylish body lines and coachwork in maroon and black, fitted radio; £795.

CAMDEN MOTORS.—Bentley 4¼-litre semi-razor edge sports saloon, 1937, beautifully styled Mulliner bodywork, modern streamlined appearance, luxuriously equipped and fastidiously maintained; previously owned by Bentley enthusiast; £845.

CAMDEN MOTORS.—Bentley 4¼-litre Vanden Plas sports saloon, 1937, magnificent history, one change of ownership in 1959, car stored 6 years, original Bentley green finish, one or two very minor blemishes on rear boot lid only serve to accentuate the very genuine and original condition of the car, engine inspection by Bentleys in 1949, who recommended rebore within 5,000 miles; this work, together with other overhauls, was carried out April, 1950, since when the car has done 21,000 miles only, guaranteed in writing; £965.

CAMDEN MOTORS.—Bentley 4¼-litre Park Ward sports saloon with overdrive, first delivered and registered 30/12/39, immaculately finished in silver and black with luxurious leather upholstery; this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brake relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage. This magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy; £1,495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1951 Bentley standard steel saloon, dark metallic grey with silver grey trim, mileage 19,800, and unblemished throughout, one owner, Rolls-Royce maintained, history available; accept £5,200 or Bristol or similar part exchange.—Bowles, 2, Elm Park Court, Pinner. Tel. 4941 or 560 evenings. [C1065

SPORTS 4-door 3½-litre H.J.M. saloon, leather, boot, £400 Bentley overhaul, good chassis, immaculate, £735. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [0958/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

BARTLETT.—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1015

1950 (about) Bentley Mark VI, low mileage; for private buyer; details and price to—Box 7104. [2660

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

MARK VI standard saloon, 1947-8, in excellent condition.—The Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MK. VI steel saloons.—Reading Automobiles, Caversham Rd. Tel. Reading 5021-2. Special retailers and repairers. [1551

BENTLEY required privately, not earlier than 1950; give full particulars and history and where can be seen.—Box 7055. [2637

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 5½- or 4½-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 255. [0540/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3050

3½-4¼-litre Sports saloon required, reasonable mileage, good condition.—Alpe & Saunders, Providence Court, North Audley Street, W.1. [W1006

R. S. MEAD (SALES), Ltd., are anxious to purchase late model Bentley saloons or coupes fitted with either standard or special bodies.—42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [W5011

BENTLEY 1929-31 4½-litre sp rts saloon, must be in really superb condition, mechanically and appearance; good price paid by enthusiast; no dealers.—Write Tony Johnson, 41, St. Agnes Rd., Birmingham, 15. Photo if possible. [2880

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines).

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3562. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [S3050/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

£595.—B.M.W. 520 reg. 1940 drop head foursome coupe, magnificent condition, host extras, superb performance, excellent tyres; also 1937 at £325; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1938 B.M.W. type 320 saloon, blue, blue leather, very good mechanical and body condition throughout; £585; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

ORIGINAL German special series B.M.W. 326/55 close-coupled 2/4-seater, left-hand drive sports cabriolet, registered 8/12/38, red, 140 Km per hour, absolutely one owner from new, magnificent looking car, fantastic performance, meticulously maintained, £400; exchange considered.—24, Park Hill, Moseley, Birmingham, 13. [2658

BOND MINICAR

1952 Bond Minivan, only done 50 miles, £250; £324 when new; fitted with electric self-starter.—Mrs. M. Cely Trevilian, Mideiney Manor, Drayton, Langport, Somerset. [2895

£235!!!—1952 Bond Minicar, only done 5,000 miles, cost over £350 new, with extras including spare wheel, side curtains, etc.; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6941. [W4018/R

Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BORGWARD

METCALFE & MUNDY, Ltd., London Main Dealers for Borgward cars.

280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

ANTHONY CROOK offer:—

1953 Bristol 401 saloons, new.

1951 401 saloon, white, one owner.

1951 401, black, one owner.

ALL the above supplied and maintained by us from new.

1950 402 drop head, cream.

OTHER cars being extensively reconditioned before re-sale and available shortly.

ANTHONY CROOK MOTORS, leading distributors of Bristol cars since their inception.—Caterham Hill, Surrey. Tel. 2252-5. [C1065

FRAZER-NASH CARS offer:—

1950 (Sept.) type 401 saloon, colour black, one owner; price £1,875.

1949 Bristol type 400, fitted type 85C engine, one owner, metallic green, radio and heater, recellulosed; £1,300.

A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex (Hounslow 0011). [C2015

H. W. MOTORS, Ltd., offer:—

1951 Bristol 401, 25,000 miles, fitted radio and heater, this car is in exceptional condition and has been enthusiastically maintained; £1,875.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

KEVILL-DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [C2054/R

KEVILL-DAVIES & MARCH, Ltd., offer:—

1952 Bristol 401 saloon, in first-class condition throughout, low mileage, colour grey, fitted with heater, radio and screenspray.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [C2054/1

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1949 Bristol 400, 15,000 miles, close ratio gear box, we think best 400 in the country; £1,285.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

BRISTOL Type 401 saloons, 1952, 12,000 miles; and 1950, 27,000, for sale.—Cedar Service Station, Ltd., Fareham 2277. Bristol distributor Hants, Dorset and Wiltshire. [2877

BRISTOL 401 saloon, Bristol 1952, 4,000 miles only from new with one fastidious owner, finished in Bristol polychromatic grey, heater and radio, an immaculate example of the finest of all sports saloons; £2,275; hire purchase facilities available if required.—Charles Cope & Sons, 481-487, Hadley Rd., Birmingham 17. Tel. Bea. 2246. [2796

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Bristols.—Great West Rd., Brentford, Middlesex. Ealing 8841, or:—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

A. F. N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

Bristol Spares and Service

LEADING distributors.—All spares and services in specially equipped works; collection and delivery anywhere.—Anthony Crook, Caterham Hill, Surrey. Tel. 2252-3. [S1063

BROUGH SUPERIOR

SLOCOMBES, Ltd., Willesden 4869.

1936 Brough 27hp straight 8 drop head foursome in grey with grey leather, fitted radio and heater, nearly £500 has been spent on this car recently, bills available, £595, or insured h.p. terms; part exchanges, cars or motor cycles; we close at 7.30 p.m.—Write, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1939 foursome d.h.c., radio, this car is in original and faultless condition and is very economical to run; £350.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

B.S.A.

BSA. 1938 Scout, very carefully kept, 10,000 miles only since virtually new engine fitted, tyres, hood and sidescreens, all good, taxed; nearest £200.—Heston-Armstrong, Bosbury House, nr. Ledbury, Herefordshire. [2651

145 gns.—B.S.A. Scout 1955 (registered 1956) Series 2 10hp sports 2-seater, black, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

BSA in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

VINTAGE Bugatti saloon 55hp, now being overhauled in our factory; £285.—J. Lemon Burton, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0828/R

Bugatti Cars Wanted

BUGATTI wanted, any type but price main consideration.—C. Arnold, 8, Homestead Way, Northampton. Tel. 51001. [2704

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

1949 Super Buick 4-door saloon, colour black, Dynaflow, low mileage.—Below.

RHD 1949 Super Buick 4-door saloon, colour blue.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028

1947 (Dec.) Super Eight saloon, r.h.d., 28,000 miles, immaculate; £1,150.—Box 7000. [2591

£180 or terms, Buick Viceroy saloon, 1936, well maintained, taxed.—7, Radcliffe Rd., Croydon 1505 (private). [C2041

1947 Buick Special saloon, superlative condition, offers; exchanges, terms.—Ron McKenzie, 961, Chester Rd., Stretford, nr. Manchester. Open weekends. Tel. Longford 2100. [2567

1946 Buick Super 51, right-hand drive, radio, heater, twin colour scheme, complete engine overhaul; £975.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

£195—1937 Buick convertible coupe, an attractive car in excellent condition; £80 down; also 1938 saloon available, £225, £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

ADVERTISER possessing a superb 1947 Buick 4-door special 31hp saloon will sell or exchange for a later model saloon or convertible American car; cash adjustment if reqd.—Springfield, Ashley Rd., Hale, Cheshire. Altrincham 2270. [2871

1947 Buick Super saloon, l.h.d., first registered December, 1948, fitted Marchal lamps, radio, heater, washers, passlights, and host of other accessories, colour black; £775.—Wroots, Motors, Grove St., Garage, Doncaster. Tel. Doncaster 49360. [2842

1947 Buick Super 8 31hp 4-door saloon, black with grey cloth interior, nylon seat covers, maker's radio and heater, recorded mileage 42,000, beautiful condition throughout, offered at well below to-day's market value; £845.—Norman Autos, 346-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657.

£985—1947 series Buick Roadmaster 8-seater electric convertible, l.h.d., radio, heater, windscreen washers, rimbellishers, twin spots, a very attractive car, similar to the very latest model costing four times the price we are asking; £330 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

CAMDEN MOTORS.—Buick Super Eight saloon, 1949, an immaculate example of this superb post-war series, full mouth-organ front, curved windscreen and rear window, pilot centred instruments, interior luxuriously upholstered in duo-fawn broadcloth, with tailored loose seat covers, magnificent toned radio (built-in), heater, demister, deicer, etc., a genuine low mileage post-war Buick virtually as new inside and out.

CAMDEN MOTORS.—Buick Viceroy saloon, 1939, black/grey, late type model with gears on steering column, engine, etc. completely reconditioned and £200 spent during past 12 months on mechanical overhauls and replacements; rebore with new pistons and all new bearings, new dynamo, new starter, new carburettor, new petrol pump, brakes relined and complete assembly overhauled, new set of six Fort Dunlop tyres; this luxurious Buick cannot fail to appeal on account of its mechanical condition; £345.

CAMDEN MOTORS.—Buick Viceroy saloon, 1938, a well kept privately owned car, late property of London stockbroker (same owner since 1941), suspensions just renewed and engine overhauled six months ago, original makers' finish in deep maroon; £275.

CAMDEN MOTORS.—Buick Super Eight drop head coupe, 1938, right-hand drive model with Fisher body styling, £120 reconditioning this year, immaculate coachwork in duo-grey, leather interior, brand new hood and tyres, excellent mechanical order; £345.

CAMDEN MOTORS.—Buick Super Eight Pullman limousine, 1936, general condition would belie the year of manufacture, although not perfect in appearance the car is basically very sound, good mechanically with six excellent tyres, winding division, widest face-forward occasionals, ideal for country hire service, £195.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

7-SEATER private 1937/38 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/5905. [W4015/R

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0504/R

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object; details please to:—28, Upper High St., Epsom Surrey. Tel. Epsom 9400. [W2001

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

SIMPSON'S offer:—

1949 Cadillac saloon, 4-door, hydramatic drive, radio, heater and extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/5905. [C4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC

LIMOUSINE. 1938. Double Enclosed, 8-passenger, radio, privately owned, beautiful condition throughout, black, mileage negligible, £765. Another similar, £695. Alps & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac. —97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionnaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St. London, W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionnaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

RHD 1951 Chevrolet sedan, 4-door, fitted radio heater, all extras.—For further selection see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

1950 Chevrolet Styleline 4-door de luxe saloon, heater, l.h.d., outstanding condition.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

CHEVROLET Bel Air coupe, power glide, l.h.d., 1951, 8,000 miles, radio, heaters, nylon upholstery, dual tone blue; £1400.—Rosin, 232, High Rd., N.W.6. [2621

£150—1936 Chevrolet 26hp drop head coupe, in nice condition; £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1942 Chevrolet 2-door sports saloon, radio, heater, covers, 39,000 miles, very well maintained; £495.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1948 Chevrolet Stylemaster 2-door saloon, radio, heater, numerous extras, l.h.d., taxed December; £525.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1050

1950 (October) Bel Air hard-top convertible, maroon and buff, 15,000 miles, fitted with all extras; this car has unusually attractive lines and is very similar to a small Cadillac in appearance.

METCALFE & MUNDY, Ltd., 280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CHEVROLET 1951 4-door sedan; £1,275, a luxurious type of car with the latest body styling, in immaculate condition throughout, guaranteed mechanically faultless, hire purchase could be arranged.—Tel. Mayfair 0131. [C2018

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet. —97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

GUY ALFREDS & Co., Ltd., 1938 Chrysler Imperial saloon, recon. engine, excellent; £215.—6-7, Warren St., W.1. Euston 3266. [C1005

1948 Chrysler Plymouth saloon, 25hp, excellent condition; £595.—Mervyn Austin, Paddington 1280. Extension 167. [1165

£198 1938 (Sept.) Chrysler Wimbledon saloon with sun roof and fitted overdrive, black/brown leather; exchanges or terms.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

£945!!!—Right-hand drive Chrysler 24hp Windsor saloon, 1947 model, equipped with fluid-drive and hydraulic transmission, beautifully styled 6-seater 4-door bodywork, immaculately finished in Oxford blue, full mouth-organ front, large section "wrap-round" bumpers, interior upholstered in real leather, very luxurious and lavishly equipped with every conceivable extra; built-in radio, heater, screen demisting, automatic door lighting, special tailored loose seat covers, etc.; one of the finest post-war American saloons we have handled, amazingly low petrol consumption, moderate mileage and in truly superb order throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

Chrysler Spares and Service

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh Essex. Tel. Hadleigh, Essex, 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0561/R

CITROEN

GE

1951 (late) Citroen Light 15 4-door de luxe saloon, one owner, total recorded mileage 9,000, finished as original immaculate black cellulose, chromium fittings, with as new cherry red leather upholstery, carpets to match, polished facia panel and fillets; specialities include: latest type heater, bumpers, overriders, wheel discs, facia panel and electric control layout, engine modifications, etc., written guarantee, £729; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118.—Below.

1947 (April) Citroen Light 15 4-door de luxe saloon, one previous private owner, total recorded mileage 45,000, finished brilliant, as original, black cellulose, chromium fittings, immaculate natural hide upholstery, and beige carpets; specialities include: heater, tone horns, wing mirror, opening-type windscreen, etc., maintained regardless with bills available for maker's overhaul, etc., exceeding £210, written guarantee, £459; hire purchase, part exchanges.—Geoffrey Edwards, Ltd.—Below.

REGISTERED late 1946 Citroen Light 15 4-door de luxe saloon, finished beautiful dove-grey cellulose, chromium bright fittings, upholstered soft red leather with carpets to match; specialities include: lightweight alloy spoke wheels, heavy duty Michelin tyres, large type chromium discs, later type sundry modifications, built-in sidelights, roof rack, sprung steering wheel, twin rear lights, Silver Peak number and G.B. plates, special instruments, etc., excellent mechanical order, very fast, written guarantee, £419; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

CAR MART, Ltd.

1951 Citroen Light 15 saloon, 8,000 miles; £855.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

RUSSELL MOTORS offer:—

1948 Light 15 Citroen, colour black, two owners only.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

1952 Citroen 15 saloon, low mileage, fitted radio, heater; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. W. MOTORS, Ltd., offer:—

1949 Citroen Light 15 saloon, moderate mileage; this car is in exceptional condition and finished light maroon, red leather upholstery; this vehicle is fitted with many of the latest chassis features; £565.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

PRESENT stock includes 1946 Light 15, £425; 1948 Light 15, £525; 1950 Light 15, £500; others usually available.

OFFICIALLY appointed Citroen agents; new models from stock, exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

GUY SALMON AUTOMOBILES offer:—

1947 Citroen Light 15 saloon one owner, excellent condition, £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR, always best value

1950 Light 15, 16,000 miles faultless and extremely smart; £695.

1948 Light 15, 25,000 miles, being recellulosed now excellent condition; £495.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5540

CITROEN 1947, black, two owners, recent overhaul, excellent chassis, taxed year; £455.

THE BLACK HORSE GARAGE (RICHMOND), Ltd., 174/176, Sheen Rd., Richmond. Richmond 4822/3. [2670

£325.—Rare opportunity to acquire Big 15 1940 drop head le luxe.—Gla. 8142. 143, Cricklewood Lane, N.W.2. [2748

£398.—Citroen Light 15 super modern sln. bodywork and interior tip-top, all extras, superb performance, choice 2 others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1947 15hp Citroen de luxe saloon, colour beige and metallic green; £450.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

1936 (September) Citroen 15h.p. de luxe saloon, unmarked grey cellulose, superb red leather, radio, an excellent example of this rare model; £255.

PREMIER MOTORS (SOUTHALL), Ltd., 57, South Rd., Southall. Tel. 1717. [2664

1951 Citroen Light 15, grey, passed out Citroen Works 100% condition; £750.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 665. [2801

1952 Light 15, 8,000 miles, faultless, sliding roof, heater, extras, silver grey and maroon leather, taxed; £850.—Wilkinson, Best Beech Hill, Wadhurst 306, Sussex. [2888

1939 Citroen Light 15 saloon, 8,000 miles since engine reconditioned, resprayed, rechromed, refuphoistered, good tyres, exceptional condition; £375.—Wallington 1734. [2751

CITROEN

£195.—1936 Citroen super modern 12 de luxe saloon, nice runner, good tyres, taxed; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Citroen Big 15, L.H.D., immaculate, many extras; offers or consider exchange Morris Minor.—Webber, 18, Sanderstead Court Avenue, Sanderstead 5128, Surrey. [1977

KENTISH & THOMSON, Ltd.—1951 Citroen Light 15 saloon, sun roof, black with red leather, genuine 8,000 miles, excellent throughout; £815.—564-6, Wickham Rd., Croydon. Springpark 3477. [C2047

CITROEN 6-cylinder (May, 1950) saloon de luxe, 14,000 miles only, mist green, fitted radio, heater, immaculate condition throughout, one owner; £900.—Talbot Garage, Henley-on-Thames, Henley 222. [2819

ROADSTER 1939 12.8hp, mint condition, just received 100% mechanical body electrical and engine overhaul, resprayed, retrimmed, taxed, new radio extra; £395; write details.—Wrigley, 1, Portland St., Leamington Spa. [2585

£225!!!—1938 Citroen de luxe 12hp front-wheel drive saloon, basically almost identical to post-war Citroen, maple green finish with leather upholstery, a car with a quality performance of outstanding merit, coachwork sound but cellulose not 100% perfect, worth consideration at this price.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.—Open till 8 p.m.; write for catalogue. [C1035

1947 Citroen 15 saloon, sun roof, beige with red leather and covers, twin carburettors, 26mpg, £175 recent overhaul, new engine, resprayed, new battery and tyres, taxed December, exceptional car, £525; exchanges, hire purchase.—Holgate, 4, Bankside, Ferry Rd., Teddington, Kingston 7136. [2820

CITROENS.—C. G. Norman & Co., Sole County of London Distributors, offer the following guaranteed used Citroens: 1952 Lt. 15, £795; 1951 Lt. 15s, choice of 3, from £715; 1950 Lt. 15, £685; 1948 Lt. 15s, choice of right and l.h. drives, from £475; 6-cyl. sal., 1950, recent overhaul, £795.—50, Vauxhall Br. Rd., S.W.1. Vic. 2211. [2876

LATE 1948 Citroen Light 15 sliding roof saloon, fitted special dual carburettor engine, complete overhaul including front end assembly at Slough, 9,000 miles ago, new tyres, Bluemells wheels and two Lucas spots, immaculate in its original black cellulose; the cheapest ever at £495; terms, exchanges.—Portland Sports Autos, Meadhead Garage, Sheffield 45212. [2849

£485!!!—Without question the loveliest 1947 Citroen 15 offered, interior in spotless red leather and the immaculate bodywork finished in pastel green; the performance is truly wonderful, and the whole car mechanically faultless; deferred terms; open all day Saturday.—Great Western Motors, Bishopsbridge Rd., Paddington, W.2. Ambassador 1061. [2825

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 8434. [0172/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

REALLY good secondhand Citroen required.—Cobb, 30, Harley House, London, N.W.1. [W1066

REQUIRED immediately, good Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118.

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex, Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

KENTISH & THOMSON, Ltd., will always buy Citroens in good condition.—564-6, Wickham Rd., Croydon. Springpark 3477. [C2047

CITROEN Light 15, 1948 in good condition, required privately; no dealers.—McCauley, 17, Cornwall Mansions, S.W.10. (Fla. 7751.) [2781

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —175, Westbourne Grove, W.11. Bay. 4274. [W4055

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath. 4865.—Citroen parts reconditioned drive trains 48-hr service. [9096

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0097. [0200/R

CITROEN. We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2264); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr all spares stocked. [0585/R

CONNAUGHT

L. F. WARD, Ltd.

1949 Connaught sports 2-seater, all-weather equipment, extremely fast car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146. [C4045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CONNAUGHT

ACLAND & TABOR, Ltd., Wedwyn By-Pass, Herts. Welwyn 481-2, offer:—

1950 Connaught 1,767cc 2-seater sports car, 8,000 miles on speedo., aluminium body, racing type bucket seats finished in British racing green with green tonneau cover a very fast car; £795. [C1001

CROSSLEY

CROSSLEY 1935 Torquay saloon, Wilson preselector gear box, mechanically very sound, body recently recellulosed, taxed and insured; £100 o.n.o.—Bird. Officers' Mes, 32 Assault Engineer Regiment, Perham Down, Andover. Tidworth 2262. [2536

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler 2½-litre Consort saloon, heater, one owner, supplied by us new, finished in dual colour scheme; £1,285.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre Barker drop head coupe, black with brown upholstery, 14,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

G. W. WILKIN, Ltd., offer:—

1949 Daimler 2½-litre saloon, one owner, low mileage, black/red leather; £895.

G. W. WILKIN, 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

CHARLES FOLLETT, Ltd., offer:—

1952 (April) Daimler Consort saloon, black with red upholstery, 8,000 miles only, heater and demister, one very careful owner, serviced and guaranteed, exceptional condition; £1,450.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1952 Daimler 2½-litre Consort saloon, heater, maroon, 6,000 miles; £1,425.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp 7-passenger limousine (1947), black with cloth to rear, chauffeur kept; £2,500.

DAIMLER 2½-litre Special Sports coupe (1952), black with beige leather, 8,000 miles only; £1,750.

DAIMLER 2½-litre Consort (1951), black with red leather, radio, loose covers, excellent; £1,350.

DAIMLER 2½-litre saloon (1949), black with brown leather, well maintained; £925.

DAIMLER 2½-litre saloon (1948), metallic grey with red leather, most attractive; £825.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [C4022

1933 Daimler 25 limousine, 7-seater, in regular use; offers.—Pats Garage, Lyndhurst. [2894

UNIQUE.—1940 Daimler 2½-litre saloon, 22,000 miles only, superbly maintained and direct from original owner.—Weybridge 600. [C4023

£150—Daimler 15hp black 5-seater coupe, sliding head, preselector, very good condition, just decarbonised.—Wimbledon 4528. [2694

1936 24hp Daimler limousine, occasional seats, ideal hire car, blue; £350.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [2531

GUY ALFREDS & Co., Ltd., 1939 Daimler 2½-litre drop head foursome, recon. engine just fitted, excellent order.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 Daimler 2½-litre saloon, one owner, very carefully used, low mileage; £950.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 model 2½-litre sun saloon, black, green leather, heater, taxed year, spotless; £910.—Welhams, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [2666

E.L. 24, 1938, black, all leather (black), facing forward seats, well maintained; £575.—Fingland's, Ltd., 261, Wilmslow Rd., Manchester, 14. Rusholme 2894. [2239

£325—1939 Daimler 2½-litre saloon, black, heater, good tyres, battery, sound mechanically, taxed year.—Lansdowne House, Bath Rd., Taplow. Maidenhead 2853. [2829

DAIMLER 1939 2½-litre black de luxe saloon, immaculate condition, magnificent dark blue hide upholstery; price £400.—2, St. John's Ave., Bridlington, Yorks. [2625

1942 Straight 8 Daimler Windover sports saloon, black, stored during war, maintained in superb condition, fitted radio, original cost £1,600; £750.—Western 0628. [2723

£825!!!—1948 Daimler 2½-litre de luxe saloon; this vehicle is magnificent, only one owner and literally looks and runs like brand new; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground) [C2052

1951 Daimler Consort, finished black with red upholstery, really immaculate condition throughout, genuine bargain; £1,175.—Smith Motors, Goodmayes, Ilford. Seven Kings 6000. [2578

8000 miles only.—1947 Daimler 2½-litre saloon, colour black, excellent condition, one family ownership.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947 (May) Daimler 2½-litre saloon, black, brown hide, immaculate throughout, full equipment, taxed year, 27,000 miles, any inspection; first £650; compare this anywhere for price or quality.—Tel. Nottingham 84918. [2735

£375—Daimler 20 saloon 1938, 47,000 miles, engineer maintained, extensive renewals, excellent condition and performance, modern lines, new tyres, battery, taxed year.—Fletcher, Cogger's Lane, Hathersage, Sheffield. Hathersage 283. [2776

1947 (June) Daimler 2½-litre saloon, black, brown hide, heater, and full equipment, one owner, 32,000 careful miles, an excellent example in all respects; £775; exchanges, deferred terms; many others.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

DAIMLER

425gns.—Daimler 1939 2½-litre de luxe saloon, black, sliding head, grey leather, preselector, i.f.s., radio, heater, many extras, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£425!!! Daimler 2½-litre saloon de luxe (March) 1939, in the hands of one private and fastidious owner since 1942, original maker's cellulose bears one or two very minor blemishes which only serve to accentuate the genuine condition of the car which is practically without fault mechanically.

£795!!! 2½-litre saloon, 1949, in black with brown leather, fastidiously mantained by one private owner, heater, passlights, a beautiful car.

£1195!!! 1951 Consort saloon, registered well within the year, an immaculate and very beautiful one owner car, fitted H.M.V. radiomobile, heater, etc., negligible mileage and in faultless order throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£2,600—Daimler, 6,000 miles, absolutely unmarked, list price was £5,905; 27hp 6-cylinder Hooper limousine, black, electric division, grey leather upholstery, polished walnut fittings, cabinet, glass-topped tables, radio, heaters, taxed year, superb luxury car; Coronation year's greatest bargain.—Peterborough Motors, Ltd., Peterborough. [2617

LIMOUSINE, 1936/32hp, swept tail, partition, widest occasionals, black, delightful condition, £650. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950-1 Daimler 2½-litre special sports drop head coupe.—Hamilton, 35, Headfort Place, London, S.W.1 [2577

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object; details please to:—28, Upper High St., Epsom Surrey. Tel. Epsom 9400. [W2001

7-PASSENGER 1937/38/39 privately owned 24hp Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DARRACQ

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DELAGE

ELITE MOTORS offer:—

1939 Delage D.6.75 4-door de luxe sports saloon, cellulosed in black with green leather interior, fitted with steering column change, Cotal gear box, moderate mileage, late property of enthusiast, terrific performance, really immaculate condition; £425.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

BROOKLANDS: Individuality, new and used cars.

1951 series Delage D.6 saloon, body by Letourneur & Marchant, mileage 9,000.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

SELBORNES.—1939 D.6 75 4-door saloon, Cotal box.—82, Park St., W.1. May. 4733. [2025

1936 D.8 85 saloon, of exceptional appearance and condition, polychromatic blue cellulose, beige upholstery, fitted 5 new tyres, and mechanically perfect; an outstanding car of quality at the ridiculously low figure of £275.—Character Cars, Croydon 2555. [C1044

Delage Spares and Service

SELBORNES. World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, sole concessionaires, offer on behalf of executors almost new 135 Delahaye sedanca coupe, only recently registered, 500 miles only; at greatly reduced price of 2,000gns.—82, Park St., W.1. [9735

Delahaye Spares and Service

SELBORNES. World Concessionaires; engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

1950 Dellow 2-seater, blue, Scintilla magnetos, Marchal headlamp; £375, o.n.o.—Campbell Symonds, Wembley 6262. [C1037

1951 Dellow, 11,000 miles, black, not used for competitions, as new; £425 o.n.o.; exchange or H.P.—Ring Chester 25705 after 6 p.m. [2648

GUY ALFREDS & Co., Ltd., 1953 Dellow competition 2-seater supercharger, 800 odd miles; £100 under list.—6-7, Warren St., W.1. Euston 3268. [C1005

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties, new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

DELLOW, first registered Nov., 1950, red, 12,000 miles only, new fully modified engine, clutch, Wade supercharger, Scintilla, extra instruments, telecontrols, overall tonneau, 7 new tyres and wheels, Windtone horns, many extras; £450.—Langney Motors, Ltd., 25/27, Cornfield Rd., Eastbourne 1858 [2608

Dellow Wanted

DELLOW wanted, 4-seater preferred, not supercharged.—Price and particulars to Box 6996. [2576

D.K.W.

CHOICE of 2 D.K.W. cars, available in very nice condition.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

DYNA-PANHARD

UNREGISTERED saloon, 750cc, works mileage 2,000, 50mpg, 75mph; £725.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

FERRARI

BROOKLANDS.—Individuality, new and used cars.

1952 Ferrari 4.1-litre model 342, chassis fitted with 2-door 4-seater sports saloon by Ghia, Turin, under 10,000 miles; the only example of its type in the country, cost new £9,896.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

500 model 1939, 2-strs.; choice of three.—Fox & Nicholl, Ltd., Derwent 1122. [C2013

FIAT cars, buying or selling.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [2605

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

FIAT 500 coupe, 1937, reconditioned engine, dynamo, steering, diff., new carb., distributor; £150.—Wembley 8437. [2647

C. V. RUSHMER, The Fiat specialist offers: 1948 500 coupe, one owner, £450; 1939 500 4-seater, £325, guaranteed.—39, Holland Park, W.11. Park 5731. [C3061

1948 Fiat 500 cabriolet, one owner, extremely smart, mechanically faultless; £425.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably the world), 500s, 1,100s and 1,500s, for immediate delivery.—Below.

MAYFAIR GARAGES, Ltd.—1949 (reg. 1951) 500B ohv Belvedere station wagon, excellent mechanical condition, 3 months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 2nd series de luxe full 4-seater convertible saloon, pale blue, leather upholstery, very carefully maintained and in scrupulous condition throughout, very smart, 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 1st series 500 de luxe convertible coupe, 3 months' guarantee; £315.—Below.

MAYFAIR GARAGES, Ltd.—April, 1939, 500 2nd series supercharged de luxe convertible coupe, black, very smart car, with outstanding road performance, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 2nd series de luxe convertible coupe, channel green, very smart car in excellent condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, maroon, powerful and economical engine, serviceable condition throughout; £195.—Below.

MAYFAIR GARAGES, Ltd.—Staff of skilled mechanics handling thousands of Fiats annually; your satisfaction assured.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 4104-5. Open 9-6. Sats. 9-1. [C3009

295gns.—Fiat 1500, late 1938, 4-door pillarless saloon, black, fawn leather, i.f.s., oversize tyres, unused spare, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

225gns.—Fiat 500, 1938 model convertible coupe, gunmetal, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Fiat 1400 saloon, 4,000 miles, all extras, cost £1,876 last July, sacrifice: £1,275, o.n.o.; might consider smaller car part exchange, private owner.—Victoria 5483 office hours, or Esher 4144 evenings. [1546

Fiat Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

1939 Fiat or later, good condition; lady wishes purchase privately.—Acorn 4318. Box 7017. [2604

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644 [0136/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104/5. Open 9-6; Sats 9-12. [0632/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1937 Ford 8 saloon, original throughout one owner since 1939, reconditioned engine recently fitted, coachwork and interior unmarked; 199 gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and repartments (Kilburn Park Station, Bakerloo line, 150 yds). [C4047

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [0099/R

W. J. BROWN, Ltd., used Ford specialists.

1952 (April) Ford Anglia saloon, black, 11,000 miles; £455.

1951 (Sept.) Ford Anglia saloon, green, beige upholstery, loose covers, passlight, 7,000 miles, one owner, immaculate throughout; £455.

1948 Ford Anglia saloon, black, red upholstery, a clean, tidy car; £335.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Ford Anglia saloon, colour black; £395.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Anglia, black/red; £425.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.

1949 Ford Anglia saloon, black and green, taxed year; £345.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

1949 Anglia, low mileage, original tyres, spare unused, exceptional condition; £355.—Ring Sittingbourne 682. [2740

1950 (Oct., 1949) Anglia saloon, black, really immaculate and guaranteed; £375.—Campbell Symonds, Wembley 6262. [C1037

1939 Ford 8 saloon, reconditioned engine; £225.—Open until 8 p.m. Thomas Motors, 117, London Rd., Kingston 8415. [2823

1951 Anglia, as new, black with red upholstery; £395.—E.P.S. Motors, Kingston-by-Pass, Esher. Tel. Emberbrook 3000. [C2004

1952 Ford Anglia, black, 6,000 miles, undercoating, stabilizer, perfect throughout; £460.—Tel. Rowstock (Berks) 217. [2778

1952 (Apl.) Ford 8 sal., black, 4,700 miles, taxed; £475.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1946 Ford Anglia saloon, black with red interior, seat covers fitted, recon. engine; £295.—Robbins, East Putney. Tel. 4581. [C3010

1946 Ford Anglia, exchanged engine; £325.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

375 gns.—Ford Anglia, 1950 saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

95 gns.—Ford 8, 1936 model 4-door saloon, black, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1937 model Ford 8 saloon, bargain; £179.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-3-9. [C2024

1946 (model) Ford 8 saloon, one owner, hand control throughout or otherwise; £325.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 Anglia, immaculate export model, new tyres, reconditioned engine, demister, fog lamp, taxed December; nearest £410.—30, Cleveland Rd., New Malden, Surrey. [2751

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, 12,750 miles, exceptional, one owner; £325.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5014. [C4006

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

FORD 8 1959 saloon, one previous owner only, excellent mechanical condition, loose covers; £189 or £69 deposit.—C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. [C1064

Ford Eight Cars Wanted

CM THE CAR MART, Ltd. wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

P ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

GUY SALMON AUTOMOBILES offer:—

1939 Ford Prefect 2-door saloon, one owner from new, very sound condition; £275.—Portsmouth Rd., Thames Ditton. Emberbrook 5651-2-3.

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford 10hp Prefect saloon, black, leather, very nice car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

H. BEART & Co., Ltd., offer:—

1951 (Oct.) Ford Prefect de luxe saloon, one owner, genuine mileage only 9,000 and like brand new throughout.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1952 Ford Prefect saloon, green, heater, 1,900 miles; £635.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

W. J. BROWN, Ltd., used Ford specialists.

1948 Ford Prefect saloon, green, fawn upholstery, one owner; £365.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect, black/brown hide; £495.

1949 Ford Prefect, black/red hide; £475.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 Ford Prefect saloon, green, many extras, exceptional condition; £485.—Below.

1948 Ford Prefect saloon, grey, chauffeur maintained, immaculate condition; £395, exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7067. [C3034

1949 Ford Prefect, black, green leather, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

£140—1936 Ford 10 saloon, reconditioned engine, exceptional condition.—Vigilant 1682, evenings. [2709

1950 Ford 10 Prefect 4-door saloon; bargain, £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 (March), Ford Prefect, black, 23,000 miles, one owner; £480.—Robbins, East Putney. Tel. 4581. [C3010

1939 Prefect 2-door saloon, black, brown leather; £225.—C.A.P. Motors, 130, Clapham Rd. Reliance 2895-6. [C1038

1949 Ford Prefect, colour black, good condition; £395.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

£375—1947 Ford Prefect, black with brown leather, very well maintained.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1939 Ford Prefect, 4-door, black, green leather; £265.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube.) [C2050

1953 Ford Prefect, fawn, brown leather, under 1,000 miles; exchange considered.—Frickers of Holland Park. Park 5077. [C2016

£235—1938 Ford 10 saloon, grey, 4-door, two owners only.—Haverstock Garage, Haverstock Hill, N.W.3. Gullver 2662. [2799

1950 Prefect reconditioned engine, black with brown; £495.—E.P.S. Motors, Kingston-by-Pass, Esher. Tel. Emberbrook 3000. [C2004

1952 (June) Ford Prefect saloon in black, 9,000 miles, taxed year, excellent condition; £495.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1252.

KENTISH & THOMSON, Ltd.—1952 Ford Prefect saloon, black, brown leather, immaculate condition; £535.—564-6, Wickham Rd., Croydon. Springpark 5477.

1947 Ford Prefect, one owner, leather interior, original condition; £575.—P. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2834

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1948 Ford Prefect, exceptional condition, recent reconditioned engine, nearly new tyres, £390.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1952-3 Ford Prefect saloon, black, one owner, 3,000 miles only, whole car as new; £555. Terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 655. [2852

1946 Ford Prefect 4-door, leather interior, replacement engine fitted, excellent condition; £350.—P. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2835

1952 Ford 10hp Prefect 4-door saloon, 17,000 miles only, taxed, host of extras; 3 months' written guarantee.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404-5. [C1043

365 gns.—Ford Prefect (November, 1948) saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloons, beige/brown leather (15,000 miles), £489; or black/brown leather (3,000 miles), £509; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

DISABLED drivers will be particularly interested in the following: 1948 (September) Ford Prefect saloon, finished in black with brown leather; specially equipped with expensive conversion for use by disabled driver; full details on request; a really immaculate example; thoroughly recommended with written guarantee; £475; terms, exchanges.—H. F. Edwards, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [C2059

Ford Ten Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 8484. [0174/R

BROADWAY MOTORS, 67, High St., Hounslow. Tel. 0175. Post-war Ford 10 saloon. [W1028

WANTED, post-war Prefect, good condition essential.—7, Shirehall Close, Hendon 1605. [2714

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Prefect saloon required, must be clean and low mileage, date not so important.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Camberley, Surrey. [2654

H. F. EDWARDS urgently require good Ford, for immediate cash; distance no object; details please to:—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

FORD CUSTOMS

1951 Ford Customs saloon, 16,000 miles, stone grey, every conceivable extra.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

FORD CONSUL

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Consul, beige, radio, heater; £720.

1951 Ford Consul, green, radio, heater; £720.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 Ford Consul, leather, 10,000 miles, heater, loose covers, and others extras, immaculate; £725.

CLARKE & SIMPSON, Ltd., 73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

1951 Consul saloon, radio and heater, 8,000 miles.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

TANKARD & SMITH, Ltd. offer 1951 Ford Consul, a beige with brown upholstery, one owner, speedometer reading 21,000, immaculate condition; £695; three month's written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Ford Consul Cars Wanted

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

TOM GARNER, Ltd., offer:—

1953 Ford Zephyr Six saloon, green with beige leather, heater, 2,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 6265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Zephyr saloon, black with red upholstery, radio and heater, recorded mileage 11,500; £795.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Zephyr saloon, black/green, radio and heater, 9,000 miles; £825.

1952 Ford Zephyr saloon, radio and heater, dark green, 5,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Zephyr, green, radio, heater; £755.

1952 Ford Zephyr, black, radio, heater; £765.

56 Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 (March) Ford Zephyr, 800 miles, radio, leather, heater, cost £929; nearest £900.—Weybridge 600. [C4023

3000 miles only.—1953 model Ford Zephyr.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1953 Ford Zephyr saloon, heater, leather, radio, 5,000 miles; £895.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2024

1953 type Zephyr, 4,500 miles, radio, heater, covers exactly as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4489. [C3016

1951 (May) Ford Zephyr saloon, green with beige leather radio and heater, 14,000 miles, as new; £765.—Gibson Sports Cars (Xrhurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2427

Ford Zephyr Cars Wanted

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black, leather, loose covers, spot lamps, link mats and other extras, carefully maintained car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged. W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

ACRES offer:—

1951 Ford Pilot saloon finished in blue with leather upholstery to match, speedometer reading 21,000 miles undoubtedly genuine, new Eagle tyres and battery, beautifully kept and maintained by extremely careful owner; first £525 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909; and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

BLUE STAR GARAGES, Ltd., offer:—

1950 Pilot, black, heater, small mileage, an immaculate car; £525.—65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

FORD Pilot, 1949, blue, one previous owner, heater, radio; £450.—Pad. 9845. [2753

£445 !!!—Exceptional value—September 1949 Ford Pilot, fitted built-in radio and heater, well shod and in good mechanical order.

£595 !!!—1951 model (and registered) Ford Pilot saloon, dark blue, full de luxe model with leather interior, tailored seat covers, heater, a genuine one-owner car in very immaculate order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

FORD Pilot, 1949, blue, radio, heater, new engine just fitted and thoroughly reconditioned throughout, exceptional car; £525.—Campbell Symonds, Wembley 6262. [C1037

1951 Ford Pilot saloon de luxe, blue/blue leather, fitted heater, 13,000 miles, only one owner, taxed, immaculate; £565.—Gordon White & Co., Ltd., Gerrards Cross 2077. [2898

1950 Ford Pilot, 27,500 miles, good condition, new battery, 5 nearly new tyres, radio, heater, loose covers, Marshall head lamps.—Lord Ridley, Blagdon, Seaton Burn, Northumberland. [2277

1950 (Oct.) Ford Pilot saloon, black, 16,000 miles, leather loose covers, radio and heater, chauffeur maintained, immaculate condition; £550; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3084

1950 (September) Ford Pilot, black, brown leather, 19,000 miles, heater, wireless, fitted hydraulic jacks, screen splash, twin air horns, etc., maintained by experts, as new; £545, taxed.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

Ford V.8 Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

B. J. HUNTER, Ltd., offer:—

1948 Ford 10hp utility, very strong wood body, unrepeatable at £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

£225.—30hp V.8 utility, Columbia overdrive, ash body, fold-flush seating, sound, smart.—Mountview 9935. [2718

1947 Ford 10 Martin Walter 7-seater Utilecon; £365.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

FORD Mercury 5-seater station wagon, first registered in 1948, right-hand drive, most beautiful maple wood body, excellent condition throughout; £575.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4036

AMERICAN FORD

ACRES offer:—

1947 Ford, American type super de luxe, finished in black and brown leather, heater and radio in truly magnificent condition; first £650 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909; and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

AMERICAN Ford V.8 Customs (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

FORD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0805/R

£700 £750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0231

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0314/R

FRANK G. GAILES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [0093/R

F. H. PEACOCK, Ltd., Ford main dealers, comprehensive stock of spares for all Fords and Fordsons; genuine Enfo recondition engines, 8, 10 and 30hp always available from stock.

219 221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Foord Rd., Folkestone 51222. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Ilagenham. Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [C5062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

MAYFAIR CONTRY CARS offer:—

1938 sports saloon, superb condition; £425; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2, offer:—

328 B.M.W. (ex-Fairfield), S.U. carburettors, Brooklands exhausts, hydraulic brakes, German racing pistons, Hirst gear box, heavy duty clutch and shock absorbers in wonderful condition and maintained regardless of cost; £675. [C1001

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

1938 Frazer Nash-B.M.W. type 326, 1.h.d. saloon cabriolet, heater, exceptional condition; £395.—P. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2835

325 gns.—Frazer Nash-B.M.W. 1937 model 1½-litre type 40 super sports 2-seater, metallic green, grey leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Frazer Nash-B.M.W. 1936 2-litre type 45 convertible saloon, maroon, red leather, very good condition; terms exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

BARTLETT.—Frazer Nash-B.M.W. 327/80, 90mph streamlined 327 saloon, many extras £595; Frazer Nash-B.M.W. Special 328 saloon, £550; Frazer Nash-B.M.W. 321 saloon, exceptional condition, £395.—27a, Pembridge Villas, W.11. [C1013

1937-8 Series 326 saloon, in extraordinary condition, unique in that it has covered a very small mileage is mechanically perfect and looks like a new car; must be the most perfect available, many extras; £485, or part exchange.—Hampstead 7871.

1939 Frazer Nash-B.M.W. Type 321 foursome drop head coupe, gunmetal and new maroon hood, red leather, complete engine and gearbox, overhaul in March, 1953, at cost of over £100 (bills available), whole car in excellent condition, genuine reason for sale; best offer over £450.—Murray, 50, Loddon Bridge Rd., Woodley, Reading. [2756

1938 Frazer Nash-B.M.W. type 326/1 drop head coupe 4-seater 2-door, fitted with the famous 16.2hp 6-cylinder engine, finished in maroon with excellent red leather interior and black hood, this car has been extremely well cared for and has had a total of over £200 spent on complete reconditioning since 1952, including engine crankshaft regrinding and all new bearings, cylinders rebored and fitted new oversize pistons, the performance is really superb and acceleration is amazing, fitted single carburettor which gives 28/30mpg with a maximum of over 80mph, a most attractive and fast coupe; £395; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for Frazer Nash-B.M.W. cars.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

CHARLES FOLLETT, Ltd., offer:—

1948 Healey Elliott saloon, finished grey, one owner only since new, serviced; £795.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Les-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

BROOKLANDS, sole concessionaires Healey, "still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner; radio.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Welwyn 481-2, offer:—

1951 Healey Abbott drop head coupe, champagne and maroon, beige hood, beige leather upholstery, heater, radio, speedo, reading 15,000, late property of one fastidious owner and literally as new; £1,250.

1947 Healey Roadster, finished green, brown leather; £550. [C1001

GUY ALFREDS & Co., Ltd.—1948 Healey Duncan Special, fine order.—6-7, Warren St., W.1. Euston 3268. [C1005

HEALEY

BARTLETT.—Healey 1948 Duncan saloon, wireless, heater, etc.; £725.—27a, Pembridge Villas, W.11.

1950 Healey Silverstone 2-seater, late type chassis, colour green, low mileage car, any test, £740; or H.P.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151/2. [2806

1949 Healey fixed head coupe, maroon, colossal performance, super imposing; £725.—2, Crescent Rd., N.8. Mou. 7779. [2816

1950 Healey Silverstone, E-type, one owner, under 20,000 miles, excellent condition; £735 or nearest offer.—Box 6980. [2535

£850.—Healey sports saloon, 1948, modified A type chassis, first registered 1952, genuine 3,000 miles, cream and red hide, 100% in every respect.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

1953 (mode.) Healey Abbott drop head coupe, shop soiled only, not yet run-in, green with beige leather upholstery, heater, taxed; seen Manchester area; terms and exchanges; £1,595.—Gardner, Altrincham 2486. [2677

£695.—Healey 1949 specially built sports utility sln., 4-dr., extra headroom, special Dunlopillo-type cord interior, amazing performance, a rare opportunity to acquire a real sports car with roomy estate-type body; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2, urgently require Healey cars, all models.

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

HILLMAN 10

DICKS.

1940 Hillman Minx saloon, very well kept; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Hillman Phase II estate car, carefully driven and maintained, steering wheel gear change, fully equipped; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:

1946 Hillman Minx 4-door de luxe saloon, black, brown leather, exceptionally clean condition throughout; £399.

1939 Hillman Minx foursome drop head coupe, black with red leather interior, a car far above average with excellent hood and nearly new tyres; £325.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005

GLANFIELD LAWRENCE offer

1948 Hillman Minx Phase II coupe, black, one owner, magnificent throughout; £465.—407, High Rd., N.12. Finchley 0091. [C2053

G. W. WILKIN, Ltd., offer:—

1946 Hillman Minx sun saloon, black/brown leather, excellent throughout; £375.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

G. W. WILKIN, Ltd., offer:—

1946 Hillman Minx drop head coupe, grey/blue leather, excellent condition; £375.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark IV saloon, green, 9,000 miles; £675.

1952 Hillman Minx Mark IV convertible coupe, black, 14,000 miles; £685.

1952 Hillman Mark V estate car, Morland grey, heater, 11,000 miles; £795.

1952 Hillman Minx Mark V saloon, claret, 6,000 miles; £735.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CM.I. CAR SALES (Pri. 6623) offer:—

1946 Hillman Minx, good sound car; £365.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

MEBES & MEBES, Ltd. (Est. 1895), offer:

1948 (Nov.) Hillman 10hp drop head foursome coupe, pastel green, brown hide upholstery, moderate mileage, excellent throughout; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

PHASE IV Hillman Minx, late 1950, specimen motor car; £545.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1006

1948 Hillman estate car, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

£398.—Hillman Minx 1947 sln., particularly attractive, very good tyres; choice 4.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1952 Hillman Minx convertible coupe, mileage 9,500, lic. Dec., new condition; £645.—Tel. Wallingford 3117. [2755

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1951 Hillman Minx drop head coupe, one owner, black, red leather, 12,000 miles.—RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1949 blue saloon, Phase III, unmarked, engine 4,000; £525, offer or part exchange.—Box 7120.

1952 Hillman Minx coupe, grey, 10,000 miles, perfect condition, one owner; £700. Tel. Hainault 3667. [2640

1936 Hillman Minx saloon, two owners (one since 1958), immaculate; £175.—Nielsen, Hawes Rd., Bromley. Rav. 2035. [2878

1938 Hillman 10 saloon, excellent, guaranteed; £175. payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1948 Phase II Hillman Minx saloon, black, fawn upholstery, sun roof, spot light, recon. engine, one owner, taxed year; £450.
W. J. BROWN, Ltd., Established over 30 years,

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

9000 miles, '51 model Minx, black with red leather, just as new; £625.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1939 Minx saloon, sun roof, black, red leather, taxed year; £200.—Welham's, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [2665

GUY ALFREDS & Co., Ltd.—1952 series 5 Hillman drop head foursome, radio, heater, etc., superb.—6-7, Warren St., W.1. Euston 5268. [C1005

1951 Hillman Minx saloon de luxe, 11,000 miles only; £645; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1952 Hillman Minx saloon, black, many extras; £695.—Silverthorne Motors, Ltd., 1015 Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

1952 (November) Mark V Minx saloon, grey, 3,700 miles, radio and heater; £755.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3043

1938 Hillman 10 saloon; £250; part exchanges, terms arranged.—King's Autos, 745-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1947 Hillman Minx de luxe saloon, one owner, in excellent condition, taxed; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1952 Hillman Minx convertible, 6,000 miles, blue; £675.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155.

HILLMAN Minx Mark IV 1951 saloon, grey, red leather, heater, exceptionally good condition; £595.—Beardmore, 26, Queensway, W.2. Bayswater 0156. [C1015

OCTOBER, 1952, Hillman Mark V drop head coupe, 4,000 miles only; 695gns.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1455, 1709. [2457

1953 very latest model Minx saloon, blue, 1,000 miles; trade and part exchange, enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

1939 Hillman Minx saloon, black, £140 recent overhaul, exceptional condition; £240; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1950 model Phase IV Hillman Minx saloon, one owner, 17,000 miles only, excellent condition throughout; £575; terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 653. [2855

£225—1937 Hillman 10hp drop head foursome coupe, pale green, in exceptionally nice condition throughout; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARCHIE SIMONS & Co., Ltd.—1939 Hillman Minx drop head coupe, colour maroon, leather upholstery to match, factory recon. engine recently fitted, an excellent and very attractive car; £285.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

1947 Minx saloon, in exceptionally fine condition, used only by company director, new engine fitted 2,000 miles, Ace discs, windhorns, Coronet loose covers, carefully maintained by agents; £375.—Cherry, 62, Sheen Rd., Richmond, Surrey. Tel. 2454. [2685

PRIDE & CLARKE Ltd.—1951 Hillman Minx saloons, black red or fawn/brown leather, radio, heater, one owner, choice 2 from £569; green/red leather, low mileage, £529; 1949, black/brown leather, £489; 1947, grey/blue or beige/brown leather, choice 2 at £359; 1946, black/brown leather, £289; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

HILLMAN 14

1939 Hillman 14 roomy saloon, excellent running order, recently rebored, unused during war, family now dispersed; seen near London.—Box 7114.

HILLMAN 17

DELIGHTFUL 1937 Hillman 17 drop head foursome coupe, superb condition throughout, fitted new Pye radio and numerous extras, taxed December; £285.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1030

Hillman Cars Wanted

CMTRS

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham., 6041. [W4018/R

RROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

CRWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

Hillman Cars Wanted

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—48-52, Dudden Hill Lane, N.W.10. [W4017

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

1939 Hillman Minx drop head coupe, one owner preferred, no dealers.—Box 7121. [2774

WANTED, post-war Hillman 4.h. coupe; particulars to—Smith, 29, New St., Honiton, Devon. [2766

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0806/R

REQUIRED immediately, good Hillman 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Hillman Minx.—May 3051. [W3045

1949-53 Hillman Minx saloon or convertible wanted.—Tel. Sale 3808; or write 82, Framingham Rd., Sale, Manchester. [2548

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

WHY accept less for your Hillman Minx (1948 preferred) or Estate car, when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0250

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 3585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripple way 1285. [0458/R

HISPANO-SUIZA

ACRES offer:

1937 Hispano-Suiza, recently fitted with 2-door coupe body, this magnificent vehicle is in spotless condition throughout, the chassis being in amazing condition, excellent tyres and battery, must be seen to be believed; first £450 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

HOTCHKISS

BARTLETT.—Hotchkiss 90 m.p.h. Paris/Nice sports saloon recently reconditioned; £525.—27a, Pembridge Villas, W.11. [C1015

HOTCHKISS 3½-litre 2-door sports saloon with large boot, 7 good tyres, major overhaul 1950, many extras and spares, one owner since 1957, excellent performance; £250 o.n.o.—Box 7115. [2729

1938 (show model delivered Nov., 1937) Hotchkiss Paris-Nice short chassis full 4-seater Biarritz cabriolet, metallic blue, fawn leather, first-class mechanical condition, most attractive and modern appearance, excellent history; £525; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

DICKS.

1939 Hudson 17 saloon, steering gear change; £350.—Below.

HUDSON 29hp drop head coupe, much above average for year; £150.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

TAYLOR & CRAWLEY offer:—

1949 Hudson Commodore r.h.d. sedan, black radio, heater, covers; £1,275.

1939 Hudson 17hp Club coupe, black, brown leather, radio, complete engine overhaul; £375.

48 Kensington Court, W.8. Western 6015. [C4036

£295—1939 Hudson 22hp drop head foursome coupe, steering gear change, excellent condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£745!!!—Right-hand drive Hudson Commodore Six super de luxe touring saloon, very late 1947, fitted with full reconditioned engine and comprehensively overhauled less than three months ago (bills for nearly £150 available), superbly styled 6-seater bodywork, full mouth-organ front, special Goodyear "Airfoam" upholstery in blue Broadcloth with wide leather trimmings, built-in radio, flashing traffic indicators, fog and passlights, etc.; magnificent suspension which makes light of the roughest roads, general mechanical condition definitely of the very highest order, performance amazingly economical; for other post-war "Yanks" see under "American Cars."

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/2903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361-7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 6,000 miles; £1,125.

1951 Humber Super Snipe saloon, radio, heater, guaranteed; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY; the hire-purchase specialists.

1951 Humber Hawk saloon, one owner, 12,000 miles, immaculate throughout; 759gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yds.). [C4047

R. F. FUGGLE, Ltd.

1951 Humber Super Snipe, one owner since new, 25,000 miles, fitted with heater and Radiomobile, maintained by us in perfect condition; £865.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

CYRIL SHEPPARD offers:—

1951 Humber Hawk, black/brown, spotless; £795.—Below.

1950 Humber Super Snipe, 24,000 miles, heater, radio; £795.—Sheppards Hill, Reading. Sonning 2345. [2501

TOM GARNER, Ltd., offer:—

1951 Humber Hawk Mark IV saloon, black with red leather, heater, radio, loose covers, many extras, 5,000 miles only; £895.

1952 Humber Pullman Mark III 7-passenger limousine, black with leather and cloth upholstery, heater, 2,000 miles only; £1,865.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Hawk saloon, blue, heater, 9,000 miles; £895.

1952 Humber Hawk saloon, black, heater, 8,000 miles; £1,025.

1952 Humber Super Snipe touring limousine, heater, black, 1,000 miles; £1,325.

1952 Humber Super Snipe saloon, black, 4,000 miles; £1,195.

1951 Humber Imperial saloon, heater, black, 9,000 miles; £1,425.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe saloon, fawn, brown leather, radio, heater and screen washers, one owner, moderate mileage, most immaculate condition; £885.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1950—51 Humber Hawk saloon, fitted radio, heater, loose covers and taxed year and in immaculate condition throughout; £750.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1949 Humber Super Snipe, black, brown leather, radio, heater, absolutely immaculate, one owner; £650.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

1952 Humber Pullman limousine, excellent condition; £1,525.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

1950 (July) Humber Hawk, black/brown leather, one owner, 20,000 miles; £675.

CLARKE & SIMPSON, Ltd., 73-79, Cadogan Lane, S.W.1. Tel. Sloane 4727. [C1044

£450—1948 18hp Snipe de luxe saloon, sliding roof, 5 new tyres, taxed year, perfect throughout.
BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1947 (June) Humber Hawk 6-light sun saloon, black, grey Bedford cord upholstery, heater, twin spot lights, taxed year; £475.
W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1029

1953 Humber Hawk, 190 miles, black, red leather, £1,095.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288 or Euston 7811. [C4011

1950 Humber Hawk, one owner, immaculate condition throughout; £695.—P. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2836

1949 Humber Pullman limousine, excellent condition throughout, privately owned; £1,145.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 (August) Humber Hawk saloon, black, brown leather, heater, taxed year, 12,000 miles only, one owner; £765.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [C3011

1952 Humber Pullman Tickford de luxe estate vehicle, 15,000 miles, green/natural, one owner, radio, heater, as new.—Tickford, Ltd., 3, Upper St. Martin's Lane, W.C.2. Temple Bar 3539. [C402

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

£85—1934 Humber 16 saloon, good solid runner, engine overhauled recently, new tyres, batteries, wiring, etc., taxed and insured, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2798

95 gns.—Humber 16/60, 1934 saloon, blue, blue leather, two spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1946 47 Humber Super Snipe, black, brown leather, most excellent cond. throughout, taxed to the end of the year; a bargain at £595.—Bell's Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

CAMDEN MOTORS.—Humber Hawk saloon, very late 1948, full width 6-seater body and steering column gear change, heater, pass-lights, colour black with fawn interior, good all-round condition and exceptional value at £475.

CAMDEN MOTORS.—Humber Pullman limousine, see selection on special advt. page 133 in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 Humber Hawk saloon, steel grey with red leather, ex-demonstrator, indistinguishable from new, mileage 3,000 only; good second-hand cars considered in exchange; £995.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3058

HUMBER Super Snipe, 1948, 3,800 miles, driven by owner only, in beautiful condition, top gear performance 5-90 miles per hour, Humber covers to seats, new tyres, battery and carburettor; price £700 or near; to be seen by appointment at this address.—Bedstone House, Bucknell, Shropshire. [2872

A & S 1948 Pullman, partition, 7-forward, black, mileage 40,000, original private owner, bargain value.

LIMOUSINE, 1950, partition, forward occasionals, leather throughout, heater, radio. £1,065.

LIMOUSINE, 1951, partition, forward occasionals, leather throughout, radio, heater, 20,000, opportunity, reasonable cost. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Humber Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Humber cars.—520, Euston Rd., N.W.1. Euston 1212. [0872/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HUMBER, in good condition, for cash.—Tel. Valentine 2098 or 4674. [W2018

1949-51 Humber S/Snipe wanted.—Prince, 278, Court Rd. Orp. 5935. [2765

PHOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0610/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Humber Hawk. Mayfair 3051. [W3045

WANTED, 1938-9 Humber 27hp with good body, worn or cracked engine no object, ex-W.D. considered; must be cheap.—Box 7106. [2701

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price, to Woodall Nicholson Ltd., Well Lane, Halifax. Tel. 4231. [0350/R

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please.—Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 4. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering 55, Grant Rd., Addiscombe 2951. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 2657. See advt. under Parts & Accessories. [0398/R

INVICTA

1946 Invicta saloon; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

INVICTA 4½-litre sports 4-seater, immaculate condition; £525 or near offer.—Kiddeys Garage, Harberson Rd., S.W.12. Balham 2531. [2812

JAGUAR

BOON & PORTER, Ltd.

1951 series Mark V 3½-litre, grey, one owner, chauffeur driven, almost unscratched; £925.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

SCOTT CARS offer:—

1950 Mark V Jaguar, immaculate; £945.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

G E

1947 model 1½-litre special equipment Jaguar 4-door de luxe saloon with sliding roof, total recorded mileage 21,000 only, finished brilliant chromium fittings, beautiful as original unmarked suede green cellulose, with finest leather and carpets to match, polished walnut facia panel and fillets, specialities include heater, air-conditioning equipment, special Lucas P.90 headlights, twin-tone horns, knock-on racing wheels, special easy-clean wheel discs, twin sun-visors, concealed ash-trays, temperature gauge, 5in revolution counter and speedometer, comprehensive tools in built-in panel, twin rearlights, built-in illuminated number plate box, two-way adjustable front seats, etc., maintained regardless, just fully checked throughout, a really superb specimen, written guarantee; £519, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

RUSSELL MOTORS offer:—

1947 3½-litre Jaguar saloon, 47,000 miles only, radio and heater; one owner since new.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

B. J. HUNTER, Ltd., offer:—

1951 Jaguar Mk. VII saloon, one owner, low mileage, fitted radio and heater; £1,495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [C2040

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII saloon, fitted radio, screen washer, loose covers, etc., 6,000 miles only, black; £1,625.

1951 Jaguar XK120, fitted H.M.V. radio, heater, winkers, low mileage, not raced, black; £1,095.

1947 Jaguar 1½-litre saloon, immaculate condition, metallic silver, red leather; £545.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

SLOCOMBES, Ltd., Willesden 4869.

XK120 in green with green leather, 8,000 miles only and in faultless order, 1951; £1,160.

MR. T. D. DAWE will be pleased to handle your enquiry; we close at 7.30 p.m.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

SLOCOMBES, Ltd., Willesden 4869.

1936 2½-litre saloon in black with beige leather, running order throughout; £195; write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017/1

H. A. SAUNDERS, Ltd., of Worcester.

1950 Jaguar Mk. V saloon, black with beige leather, very carefully maintained; £1,050.

AUSTIN House, Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1951 Jaguar Mk. V 3½-litre drop head coupe, 11,000 miles, radio and heater, stone/red leather; an immaculate example of this rare model; £1,395.

1949 Jaguar Mk. V saloon, genuine 19,000 miles from new one owner, grey/grey leather, just fitted all new tyres, an outstandingly good example; £885.

1948 Jaguar 3½-litre drop head coupe, nominal mileage, excellent condition; £675.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Jaguar 3½-litre saloon, good condition throughout; going at bargain price of £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Jaguar 3½-litre saloon, immaculate condition throughout; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

BROOKLANDS.—Individuality, new and used cars.

1952 Mark VII saloon, many extras.

1951 Jaguar XK120, mileage 17,000, radio.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1939 1½-litre Jaguar saloon, in excellent condition; £325.

PARAMOUNT AUTOS, 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2934. [2861

JAGUAR

!! Chipstead Motors, Ltd.—see our advertisement under "Sports Cars." [C1046

1950 Jaguar 3½ Mark V, black, red leather, radio, heater, perfect; £895.—Rav. 0687. [2739

1951 Jaguar Mark V saloon, one owner, heater, outstanding condition throughout; £1,095.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1939 Jaguar 2½-litre saloon, splendid condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010/1

1949 Mark V Jaguar 3½-litre saloon, new condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1953 (3 weeks old) Jaguar Mark VII saloon, black, radio, Ace Rimbellishers.—Weybridge 600. [C4025

BARTLETT, Jaguar XK120 1951, special modifications; £1,100.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0081/R

1939 Jaguar 2½-litre grey saloon, very good condition, Ace discs, heater; nearest £325.—Wimbledon 7188. [2642

1950 (May) Jaguar Mark V 3½-litre saloon, black, with brown leather, fitted radio, one owner, perfect; £875, below.

1949 (July) Jaguar Mark V 3½-litre saloon, grey, with blue leather, fitted radio, genuine 21,000 miles, looks 10,000 miles; £825, Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2426

XK120 Jaguar 1951, 22,000, not raced, in spotless condition; £995.—Allen's Autos, Cheltenham. Tel. 3778. [2587

1951 XK120, several extras, colour blue, not raced, one owner; £1,050.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

JAGUAR Mark V saloon, black, 1950 (Oct.), as new condition, radio, heater, one owner; £910, terms & exchanges.—New Cross 2563. [2668

£595!!!—1948 Jaguar 3½-litre de luxe saloon, magnificent and specimen motor car fitted many extras, genuine small mileage.—Below.

£575!!!—1947 Jaguar 1½-litre de luxe saloon, also a genuine specimen car that only wants seeing.—Choice of 2 below.

£345!!!—1939 Jaguar 1½-litre de luxe saloon, choice 2, both in good, sound condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 3½-litre Jaguar, as new; £675; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1938 Jaguar 1½ saloon in excellent condition throughout, good tyres; £295.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£545—Jaguar 1½-litre 1946 sln., bodywork and interior tip-top, exceptional performance, very good tyres, particularly attractive; choice 3 others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1950 Jaguar Mark V; £885.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1951 Jaguar Mark VII, 18,000 miles, l.h.d.; £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines). [C1050

TANKARD & SMITH, Ltd., offer 1947 Jaguar 1½-litre special equipment saloon, black, with red leather upholstery; £495.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

JAGUAR Mark V, grey, first registered March 1950, mileage under 26,000; £875.—J. Compton, Sons & Webb, Ltd., 404-422, Old Ford Rd., Bow, E.3. Advance 1961. [2614

1951 Jaguar Mk. V saloon, 10,000 miles, radio, heater, covers, magnificent condition; £1,125.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1947 Jaguar 3½-litre grey saloon, privately owned, 41,000 miles, wireless and heater, recently reconditioned by agents, receipts available; £515.—Tel. Grimsdyke 1404. [2881

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel Deansgate 4507 [0591/R

1948 Jaguar 1½-litre S.E. saloon, black/brown leather, H.M.V. radio, Ace discs, delightful, £645.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1948 (December) Jaguar 2½-litre saloon, 22,000 miles since new, one owner, in superlative condition; £585.—Noel Bell, Putney Vale (next to K.L.G. Works). Putney 7851. [2805

COMPETITION model 100, 1938 3½, red with red interior, light grey hood and tonneau cover, practically as brand new, stored lengthy period.—Speedsters, Ltd., Horley 628. (See "Sports Car" column.) [C4020

1952 (June) Jaguar Mark VII saloon, ivory, red leather upholstery, radio, heater, window washers, 9,700 miles.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242-5-4.

1946 (July) Jaguar 2½-litre saloon, mileage 43,000, licensed for year, new engine recently fitted, Ace discs, heater, black with brown leather; £445, or near offer.—R. Starmer, 2, Broadway, Kettering, Northants. Tel. Kettering 4551. [2747

MARK V 1949-50 3½-litre saloon, grey with blue leather upholstery, in excellent condition, speedometer reading 21,000, good tyres, taxed; £785; will take part payment 8-10hp saloon or tourer, 1946-50, suitable girl driver.—Tel. Birmingham South 3018. [2879

JACK ROSE, Ltd., offer 1951 series Mark V 3½ Jaguar saloon in black, almost unmarked, open to R.A.C. examination; accept £995; also 1948 1½ in gunmetal, radio and heater, interior spotless; accept £635.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1949 Jaguar 3½-litre saloon, finished Jaguar gunmetal, this is the special equipment model fitted heater, twin paslamps and Lucas largest type P.100 headlamps with extra spotlamp, mechanically in very good condition; the performance of this car is really amazing, enabling one to cruise at 80mph, fitted Ace discs, a really superb example of "one of the finest cars of its class in the world" offered at the genuine bargain figure of £550; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, identical model to the post-war series with narrow chromed waistline and built-in heater, original metallic blue finish with fawn pigskin upholstery, very good order; £415.

CAMDEN MOTORS.—Jaguar special equipment saloon, 1947, just resprayed in metallic bronze, most attractive appearance, engine decoked and serviced, heater, discs, etc.; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1948, a one owner car since new, serviced and maintained by county distributors, engine just decoked, checked and serviced; £625.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, black/red leather, goes very well with terrific acceleration; bargain at £245.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946, silver-grey, enthusiast owner, expertly maintained mechanically, discs; £495.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1948, fitted radio, heater, screenwash, seat covers, beautiful condition; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, good history, two owners, bills for recent engine overhaul, all new tyres; £545.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1948, full special equipment with radio and discs, faultlessly maintained; £595.

CAMDEN MOTORS.—Jaguar Mark V saloon, 3½-litre model late 1950, probably the finest we have ever handled, immaculate appearance and in the finest mechanical order, all extras; £945.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Jaguar Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jaguar cars. —150, Park Lane, W.1. Grosvenor 5434. [0873/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 3631/2/3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 2098 or 4674. [W2013

BARTLETT.—Jaguar XK 120 urgently required.—27a, Pembridge Villas, W.11.

REALLY good secondhand XK 120 required.—Cobb, 30, Harley House, London, N.W.1. [W1066

PRIVATELY owned Jaguar.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

XK120 wanted in good condition for cash.—Valentine 2098 or 4674. [W2018

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0614/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15. [0180/R

WANTED, all post-war models of Jaguars.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [W1015

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841 or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

XK120 wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Jaguar Spares and Service

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 3631/2/3. [S4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPSTER station wagon, 1948, all-steel body, overdrive, £525.—Wick Autos, Kingston 8248. [2597

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 3545. [0619

£110 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 6854. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

175 gns.—Jeep (Ford), registered October 1950, hood and sidescreens, spare wheel, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

JEEP

JEEPS, right or l.h.d range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt; all spares stocked; contractors to overseas Governments.—20, Cadogan Lane, London, S.W.1. Sloane 4732, 4728. [C3066

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeeps Spares and Service

100% Jeep firm, all spares by return or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

HANDBRAKE conversion (internal type), complete; £12/15; prevents prosecutions; all other Jeep spares.—Wick Autos, Hampton Wick, Kin. 4718.

JENSEN

BROOKLANDS: individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

ACRES offer:

1951 Jowett Javelin de luxe saloon, finished in black with brown leather upholstery, heater and radio, and many extras, beautifully kept and maintained by main agents, and practically indistinguishable from brand new; first £695 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

NEWNHAMS, Ltd.

1952 Jowett Javelin de luxe saloon, grey with red; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

ROUNDABOUT offer:—

1951 Jowett Javelin de luxe, one owner, small mileage; £725.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C3058

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS: day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1949 Javelin de luxe saloon; £550.

1950 Javelin standard saloon; £550.

CLARKE'S OF PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

TOM GARNER, Ltd., offer:—

1952 Jowett Jupiter 1½-litre Mark I convertible, copper bronze with brown upholstery, heater, 7,000 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Jowett Javelin saloon, 1950 modifications, fitted £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WARWICK WRIGHT, Ltd. offer:—

1951 (Dec.) Jowett Javelin saloon, maroon, 9,000 miles, £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1952 Jowett Jupiter 2-seater, green; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

1950 Jowett Javelin, 19,000, loose covers, heater, perfect; £625.—Battersea 1241 (9-6). [2741

BARTLETT, Jupiter 1952, 90 mph sports 2-seater, radio, heater; £750.—27a, Pembridge Villas, W.11.

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

1951 (August) Jowett Javelin, black, one owner, 17,000 miles; £675.—Tudor 2425, 37, Etheldene Ave., N.10. [2870

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0622/R

JUPITER 1952 (October), green, almost new condition; £775.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1953 delivery Jowett Javelin, 280 miles only; £895. —Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355 and 1709. [1177

CASS'S MOTOR MART.—1950 series Javelin saloon, heater, radio, excellent condition; £575; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1951 model Jowett Javelin de luxe saloon, mounted to 1955 standard with solid tappets, finished in maroon, in excellent condition, one owner; £675.

BREW BROTHERS, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2468. [C1085

JAVELIN (Sept.) 1948, under 15,000 miles, tyres good, spare unused, seat covers, mats, twin spots, heater, any trial; offers over £500.—Mussett, 373, Westway, W.12. She. 3085. [2721

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham Kent. Tel. Beckenham 2565. [0502/R

1951 Jowett Javelin de luxe saloon, H.M.V. radio, heater, pale green, with beige leather, just fitted with works modified engine unit, in brand new condition; £725.—Noel Bell, Putney Vale (next to K.L.G. Works), Putney 7851. [2404

JOWETT

1950 Javelin de luxe, maroon, excellent throughout, tuned engine, latest close-ratio gear box, genuine 87 mph, 32 mpg, all worthwhile extras; £595, no dealers.—Professor Dewar, Prospect 7001, evenings. [2780

1950 (April) Javelin de luxe saloon, in most immaculate condition, black with brown leather interior, engine reconditioned and requires running-in, a really superb example, fitted heater, all new tyres, taxed; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1952 (May) Jowett Jupiter, all latest modifications, high compression engine, twin exhaust, finished in silver grey, fitted with numerous extras, in first-class condition, small mileage, reasonable price.—Wilkinson, 68, Billing Rd., Northampton. [C3019

1952 (July) Jowett Javelin saloon, black, brown hide, heater, Tickford all-weather top, 11,000 miles, an exceptional example; £755; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

425 gns.—Jowett Bradford, November, 1951, utility de luxe, Catalina tan, chromium-plated fittings, sliding glass side windows, one careful owner, 13,000 miles, good tyres, exceptional condition; taxed; cost £725; terms, exchanges.—Rowland Smith, below.

195 gns.—Jowett 1949 10hp 4-cyl saloon, black, brown leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Jowett Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jowett cars.—320 Euston Rd., N.W.1. Euston 1212. [0874/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

JUPITER wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Jowett Spares and Service

MILESTONES (ERWICK GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett; comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [S4055/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines) [0009/R

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0072/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's, (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

LAGONDA

HW. MOTORS, Ltd., offer:—

1938 Lagonda V12 medium chassis drop head coupe finished black with red leather upholstery and beige mohair hood, this car has been the property of one discerning owner since new, complete works service history is available, the condition of this vehicle is original and exceptional in every respect, total mileage 48,000 total mileage with latest type Sanction II engine 16,000; £865.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

GUY SALMON AUTOMOBILES offer:—

1952 (September) Lagonda 2.6-litre coupe, 5,000 miles, dark blue, red leather, as brand new vehicle with full makers' guarantee; offers.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda distributors, latest models.

1951 Lagonda 2.6-litre saloon, mileage 19,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1935 6 Lagonda 3½-litre sports saloon, very fast, £295.

1939 Lagonda 12-cylinder special sports saloon by James Young, elaborately fitted tool cabinet, complete recent overhaul, all new tyres, battleship grey, lavishly equipped; £695.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd. (managing director, J. F. Davies, 20 years service manager to Lagonda, Ltd.).

1937 4½-litre L.G.45 saloon, L.G.6 engine complete overhaul by manufacturers radio.

1937 4½-litre L.G.45 drop head coupe, exceptional condition throughout, discs, heater.

1939 V.12 Rapide coupe, Sanction II, recently fitted Cromard liners, radio, heater, exceptional condition throughout.

1940 (late) V.12 sports saloon, one owner, 18,000 miles only since new, Sanction II engine fitted by manufacturers, radio, discs.

FURTHER particulars of these and other models now in course of preparation; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5. (private) Walton-on-Thames 562. [C1090

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

RAPIER 1935 d/h coupe, engine completely overhauled, almost new Fort tyres, taxed year; best offer over £200.—Carroll, Bushey Heath 1577. [2761

1950 registered 17/10/49 Lagonda sports saloon, black with grey leather, radio and heater; taxed December; £1,200.—Wroots Motors, Grove Street Garage, Doncaster. Tel. Doncaster 49560. [2840

1939 Lagonda L.G.6 short chassis saloon, latest H.M.V. radio, Mellotone horns, excellent condition; £1,195.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1936 Lagonda 4½-litre open 4-seater sports in nice condition, a very fine car giving a fast, comfortable ride; £295, or would exchange for popular saloon, cash adjustment.—"Southwinds," Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027

Lagonda Cars Wanted

C.N.K. MOTORS require Lagonda 4½-litre tourer.—553 Finchley Rd., N.W.3. Hampstead 5712. [C1/52

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Lagonda.—Hampstead (Tube), N.W.3. Ham 041. [W4018/R

2-litre or open 4½ in any condition if price reasonable.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [2706

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LAGO-TALBOT

FRENCH Lago-Talbot 2½-litre, fitted magnificent 2-door 4-seater streamlined saloon body by Saoutchik, sunshine roof, colour dark maroon, fitted radio, heater, washers, travelling cases, white-wall tyres, 19,000 miles only, cost new in this country approx. £4,500; offered at £1,500.—Wroots Motors, Grove St. Garage, Doncaster. Tel. Doncaster 49560. [2841

LANCHESTER

DICKS

1939 Lanchester 14 saloon, very roomy car; £350.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

GARAGE SERVICE Co., Ltd.,

1939 Lanchester 11 dark blue coachwork saloon, de luxe, sliding roof, blue leather, pre-selector, very good tyres, excellent condition; £435.

1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp de luxe saloon (reg. 1949), blue with beige leather, heater, maintained in excellent condition; £795.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C4022

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Lanchester Roadrider saloon, taxed year, bargain at £295.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

£195.—1937 Lanchester 11 saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1949 Lanchester 10 saloon, black; £685.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

£835.—Lanchester 10 saloon, 1951, black/brown, radio, one owner.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1939 40 Lanchester 14 Roadrider saloon, finished unmarred black with brown leather interior, this car is in really excellent condition and must be seen to be appreciated, a genuine bargain at £525.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

325 gns.—Lanchester 11, 1939 model sports saloon, black, sliding head, red leather, pre-selector, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Lanchester 10, 1936 model de luxe saloon, pastel blue, sliding head, blue leather, pre-selector, unused spare, excellent condition; terms, exchanges.—Rowland Smith, below:—

125 gns.—Lanchester 10, 1935 de luxe saloon, black, maroon leather, pre-selector, good tyres, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Lanchester 10 saloon, maroon with red leather upholstery, really immaculate appearance, very attractive one owner car, written guarantee; £575; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2003

£275!!!—Magnificent 1937 Lanchester 14 de luxe saloon; look at this car, it's beautiful, drive it, it's outstanding; definitely the finest value obtainable, see and compare with others offered; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6741. [W4018/R

LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

ARCOT ENGINEERING Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

GE

1938 (very late) Lancia Aprilia 4-door pillarless saloon, finished immaculate, beautiful iridescent blue cellulose, reupholstered throughout in best quality brown cord, most attractive, written guarantee; £565, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST class examples are becoming extremely scarce.

WE usually have the best available.

PRESENT stock includes choice of three.

SEE Test Report, "Autocar," 24th April, 1953.

MANY other makes; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

KEVILL-DAVIES & MARCH, Ltd., offer:—

1939 Lancia Aprilia, colour blue and grey, blue upholstery, in excellent condition throughout.—41/42, Hay's Mews, Berkeley St., W.1. Grosvenor 2563.

LANCIA Augusta good condition; £200.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644.

GUY ALFREDS & Co., Ltd.—Lancia 7-passenger enclosed limousine, privately owned, ideal hire work; £265.—6-7, Warren St., W.1. Euston 3268. [C1005

£425.—Lancia Astura 1940 sportsman's saloon, coachwork by Farina, ex-Italian Embassy, absolutely immaculate in every possible way.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

1937 model Lancia Augusta, pillarless saloon, resprayed, one owner till 1953, excellent condition; £225.—St. Albans 2050. [C2012

1939 Lancia Astura 8-cyl. sportsman's saloon, fitted special coachbuilt aluminium bodywork by Farina of Italy; a most immaculate example of a really beautiful car, finished black and bronze, interior upholstered in fawn cord with hand-made loose covers in the same material; this is a car for the most particular connoisseur and is without doubt one of the most attractive sports saloons in existence and creates a most admiring audience whenever one stops, fitted independent suspension, all new India tyres, twin chrome spotlamps, twin chrome Lucas horns, twin Windtone horns; the performance and handling qualities are beyond reproach; to purchase a car of this type and quality today would cost £6,000; offered at the figure of £775; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

MAIDSTONE ENGINEERING Co. urgently require Lancia cars.—Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [W3000

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0028

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

TOM GARNER, Ltd., offer:—

1952 Lea-Francis 14 saloon, green with green leather, 8,000 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following cars:—

1951 Lea-Francis 14hp sal., maroon, heater, screen-wash, one owner, 15,000 miles, in excellent order, full history available, guaranteed; £925.

NEW and unregistered Lea-Francis 14hp sal., special colour scheme maroon and silver, sun roof, heater and demister; offered at new reduced price £1,261/19/2.

NEW and unregistered (1 only) Lea-Francis new model estate car, this practical, good looking vehicle with saloon car comfort, also offered at specially reduced price of £1,485.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1951 Lea-Francis 14hp saloon; bargain, £785.—Richards & Carr, 35, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. [C5045

1950 Lea-Francis 2½-litre sports 2/4-seater, cream/red, modified hood, wind-up windows, Rimbellishers, radio, 100 mph, 22 mpg; £850.—Box 7116. [2746

£645!!! 1950 model Lea-Francis 14hp saloon, 4-light model with Girling hydro-mechanical brakes, beautiful condition and moderate mileage, fitted heater, one lady owner only since new.

£845!!! (Feb.) 1951 Lea-Francis 14hp saloon in undeniably immaculate condition throughout, coachwork and interior completely unmarked, mechanical order consistent with the very small total mileage, original tyres, heater, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6.

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN 4-door Sedan, first registered May, 1947, L.H.D., colour dark green, push-button door, radio, heater, in absolutely immaculate condition throughout, £750; or would exchange for Jaguar or similar car.—46, Aldenham Rd., Watford 2953. [2815

LINCOLN-ZEPHYR

£595!!!—Exceptional value right-hand drive Lincoln-Zephyr 6-seater saloon, 1947, most luxurious car, late property of wealthy and fastidious owner, immaculately maintained and giving a truly superb performance.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

MERCEDES

K540 cabriolet B.—Grosvenor 1188. [C4014

1939 model Mercedes type 170V cabriolet, excellent condition; l.h.d.; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1936 Type 500K cabriolet B, right-hand steering, black and grey with red leather in first-class condition.—Victoria 8715. [C3003

"Chipstead Motors, Ltd.—See our advertisement under "Sports Car." [C1046

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [5165

MERCURY

SIMPSON'S offer:—

1949 Ford Customs 4-door saloon, fitted with heater and seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 8691/3905. [C4015

OCT., 1951, Mercury 4-door saloon, radio and heater, very low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£895.—Mercury saloon, imported 1949, 1948 model, low mileage, excellent condition, radio, heater, etc.; terms, exchanges.—Kingston Car Sales, Kingston 9635. [2695

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1947, £425; M.G. T.C. 2-seater roadster, 1946, £385.

M.G. T.A. 10hp 2-seater, 1938, £295; M.G. T.A. 10hp Tickford coupe, 1939, £345.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. P.A. 8hp 4-seater, 1934, £225.

M.G. P.A. 8hp Aerodynamic 2-seater, 1935, £225; M.G. J2 8hp 2-seater, 1933, £195.

M.G. V.A. 1½-litre tourer, 1938, £325; M.G. 2-litre sports saloon, 1938, £225.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8221). [C3041

GE

1935 M.G. type P.A. close-coupled 4-seater sports tourer, finished smart black cellulose, green leather upholstery, excellent all-weather equipment, including all-over zip tonneau; specialities include remote control gear box, knock-on wheels, fold-flat screen, 5in instruments, sprung steering wheel, wing mirror, etc., enthusiast maintained, recent complete overhaul costing over £110 (bills available), written guarantee; £145; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

WM

WELBECK MOTORS, Ltd., proudly present:—

1951 (Nov.) M.G. 1½-litre saloon, black with green leather, guaranteed mileage 15,000, the one owner of this car was a senior R.A.C. executive and is now general manager of a large motoring organisation; maintenance has, therefore, been on a perfectionist's basis and the whole car is as new; the price is £725.

WELBECK MOTORS Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

BOON & PORTER, Ltd.

1948 M.G. T.C., red, one engineer owner, 40,800 miles, exceedingly well kept; £425.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. 2-seater, innumerable extras, really as new; £695.

1949 M.G. 1½-litre saloon most attractive car; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:

1949 M.G. T.C. 2-seater, cream with green upholstery, very small mileage and superbly maintained by one owner since new; £545.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

ROSE & YOUNG, Ltd., offer:—

1949 M.G. T.C. 2-seater, fitted heater, twin horns, spotlamps, 16in wheels, and numerous other extras, immaculate; £475.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

SLOCOMBES, Ltd., Willesden 4869.

1951 (August) T.D. in cream with red leather, 12,000 miles, in mint condition throughout; £625 cash or insured h.p. terms; part exchanges cars or motor cycles; write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

MAYFAIR COUNTRY CARS offer:—

1947 (June) T.C., black with green leather; £380.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151.

PARADE MOTORS (MITCHAM), Ltd., offer:—

M.G. T.A. 1937, black and red, new hood and full tonneau cover, nearly new tyres all round, taxed; £275.

M.G. 12hp 2-str., black and red, good tyres, this car is in exceptional condition and has to be seen to be believed, taxed; £190.

M.G. T.A. 1939 Tickford d/h., has been fully stripped and parts available for sale as spares.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3056

JACK ROSE, Ltd., M.G. Agents and Stockists, offer:—

1952 T.D., in black and red hide, almost as brand new, 7,000 miles; £695.

1951 T.D., in green, many extras, 10,000 miles—odd positively unmarked; £635.

1949 T.C. 2-seater, in black and red, engine overhauled, new tyres, exceptional appearance; £495.

1947 T.C. 2-seater, in black and green, one owner, almost spotless; accept £395.

SEVERAL new models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8.

1953 (Feb.) M.G. 1¼-litre saloon, 1,500 miles.—Weybridge 600. [C4023

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 M.G. T.A. Midget, excellent condition, red, taxed; £295.—Below.

1939 M.G. T.A. Midget, black, new hood and side-screens, excellent mechanical condition, immaculate appearance, taxed year; £325.

ROSS MOTORS, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [2678

1952 M.G. T.D.s; a choice of three one-owner 2-seaters from £675.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1937 M.G. 2-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010/1

CAMDEN MOTORS can offer the whole range of Midgets from J type to T.D. series.

1933 J.2 Midget, sound as a bell, nippy acceleration and good performance; £125.

1937 T.A. Midget, black, red leather, engine just decoked and tuned, brakes relined, full all-weather equipment, good tyres; £245.

1936 P.A. Midget, a nice little car in British racing green, particularly sound mechanically, good oil pressure, almost new tyres, tonneau cover, fog and pass lights; £225.

1936 P.B. Midget, scarce and very much sought after model, engine rebored 1952, stoneguards, Fram oil coil, Tapley brake meter, goes like a bomb; £235.

1939 T.A. Midget, just resprayed silver-grey and fitted new mohair hood, outstanding little specimen, chromed luggage rack, Ace rimbellishers, demisters, tonneau cover; £325.

1940 special Midget Tickford drop head coupe, very very scarce model in truly delightful order throughout, late property of M.G. enthusiast, a knowledgeable engineer, superbly maintained mechanically; £395.

1947 T.C. Midget in cream with red leather and red hood, very smart little specimen, good mechanically; £425.

1946 T.C. Midget, late registration and in quite immaculate condition inside and out, new all-weather equipment and all new Goodyear Eagle tyres fitted last month, one owner since new; £425.

1949 T.C. Midget in green with fawn leather, original and attractive condition, one change of ownership, excellent order; £495.

1950 T.D. Midget, the gem of our whole collection of Midgets, one of a stable of four cars owned by wealthy company director, mileage just under 2,000 since specialists overhaul carried out, the whole car being quite immaculate and in 100% mechanical order, many extras; £625.

1949 1½-litre sports saloon, maroon with fawn leather, late registration and one owner only since new, fastidiously maintained, nominal mileage; £595.

CAMDEN MOTORS for M.G. Midgets, Leighton Buzzard. Beds. Tel. 2041.—Open till 8 p.m.; write for catalogue. [C1055

1939 T.B. Tickford coupe; £365.—C. V. Rushmer, 59, Holland Park, W.11. Park 5731.

BEARTS of Kingston. M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0590/R

M.G. Midget, 1952 (April) T.D., maroon, low mileage, as new, taxed December; £685.—Tel. Hendon 3361. [C3008/1

M.G. 8hp 4-seater tourer, 1932, black and green, good condition, good tyres; £150.—Kirkwood, Radlett 6192. [2656

M.G.

NAYLOR & ROOT.—1952 M.G. T.D. sports 2-seater, black, red hide, low mileage, unblemished condition; £685.

1947 M.G. T.C. sports 2-seater, black, green hide, many extras, really attractive; £425; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5002

1949 M.G. T.C. 2-seater, magnificent condition; also earlier models.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1952 M.G. T.D. Midget, only 300 miles, grey; £725.—Rogers Garage, Wellesley Ave., W.6. Riverside 2644-5. [C5054

1938 M.G. T.A., 8,000 miles since £100 complete engine and body overhaul; £250.—Rainham, Kent 81221. [2738

£265.—1937 M.G. T.A. sports 2-seater, in true M.G. condition, green, unworn tyres, taxed, luggage carrier; £90 down.—Below.

£345.—1940 M.G. 11hp Tickford drop head coupe, a very rare example; £115 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 M.G. TC. red, taxed; this car is in first-class condition; £485.—Bird, 118, High Rd., Lee, S.E.13. Lee Green 1072. [2831

1949 M.G. T.C., green, one owner, exceptional condition; £450.—Oakside, Duffield Lane, Stoke Poges, Bucks, Farnham Common 429. [2775

15000 miles only, 1949 M.G. T.C.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 (Sept.) M.G. T.D., 5,000 miles only, extras; £695, 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube).

1935 M.G. P.A. 2-str., immaculate appearance, good tyres, many extras; £245 o.n.o.—Moss, 67, Walfield Ave., Whetstone, N.20. [2559

1949 M.G. T.C. 2-seater cream, speedometer, 28,000 miles; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1936 M.G. Magnette N.A. series, 4-seater, excellent order, recent engine overhaul at cost of £82 (bills available); 3 months' guarantee; £195.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., Finchley, N.3. Finchley 6236-7-8. (3 lines). [C1061

£285.—1938 M.G. V.A model, just had thorough overhaul, any trial or examination; colour black, silver wheels.—Tel. Hampstead 2147. [C2007

1946 T.C. factory reconditioned engine and gear box, 2 new tyres, demister, excellent condition; £440.—Mill House, Hawley, Nr. Dartford, Kent. [2728

£325.—M.G. 1½-litre d.h. foursome, original magnificent condition, very well maintained, tyres as new, a 1938 in 1948 condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube.) Exchanges, h.p. [C1017

CASS'S MOTOR MART.—An outstanding 1939 M.G. 2.6-litre sports saloon, maroon, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1950 M.G. 1½ saloon, 15,000 miles, one owner, faultless; £645.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1950 (June) M.G. 1½-litre saloon, one owner, mileage 22,000, new battery, excellent tyres; £595.—Lee Green Motors, 54-5, Lee High Rd., S.E.13. [2813

M.G. J2, swept wings, superb condition, tyres, battery, lights, good engine, reconditioned; offers over £150, to Ruston, Tavy House, Marytavy, Tavistock, Devon. [2707

PRIDE & CLARKE, Ltd.—1946 M.G. T.C. 2-seater sports, black/beige leather, excellent; £389; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

T.C. 1946 (September), black, new hood, good tyres, better than many 1949 models in appearance and condition; £385.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

525gns.—M.G. Midget (October, 1949) 11hp TC 2-seater, Cambridge blue, fawn leather, one careful owner, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

295gns.—M.G. Midget 1939 10hp T drop head coupe, black, brown leather, good condition; terms, exchanges.—Rowland Smith, below.

295gns.—M.G. Midget 1938 10hp T 2-seater, maroon, fawn leather, new hood and side-screens, excellent condition; terms, exchanges.—Rowland Smith, below.

275gns.—M.G. Midget 1937 10hp T 2-seater, British racing green, green leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

265gns.—M.G. Midget 1936 model 9hp PB 2-seater, black, red leather, Scintilla Vertex, very good condition; terms, exchanges.—Rowland Smith, below.

215gns.—M.G. Midget 1934 model 8hp J2 2-seater, green, green leather, excellent condition; choice of 14 Midgets; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 (December) M.G. T.C., radio, spotlight, luggage grid, loose covers, link mats, many other extras, low mileage, immaculate; £495; terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 635. [2853

1938 T.A. type, choice of three, all with many extras and all respraved, furthermore, all are in 100% mechanical condition; from £265 to £295; terms, exchanges.—Portland Sports Autos, Meadhead Garage, Sheffield 45212. [2850

£375!!!.—Specimen condition M.G. 2-litre de luxe saloon, bodywork is excellent, interior luxurious leather beautifully maintained, chassis is 100%, and probably this is the finest sample we have ever had. 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

M.G. T.B. d.h coupe, in excellent condition, bills for £100 during past year available, inc. M.G. works replacement engine (8,000 since fitted), new king pins, 4 new tyres, spring set up, new rear shockers, new carbs., new steering box, new car only reason for sale; £315.—Thomas, 9, Basile Rd., London, N.21. [2875

1939 (August) M.G. TB 11hp sports 2-seater, green and chromium with green leather, pass lamps, particularly attractive car, delightful performance; written guarantee; £335; terms, exchanges; selection of other sports cars in stock.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

M.G.

1939 2-litre open 4-seater, almost as brand new, stored for substantial part of its life; also 1½ saloons and foursome drop head coupes.—Speedsters, Ltd., Horley 628. (See "Sports Car" column). [C4029

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED.—M.G., in good condition.—Box 7019. [2607

M.G. in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Halderton St., W.1. Mayfair 3104. [0698/R

WANTED urgently, M.G. 1½ saloon, good condition essential, for cash; 1947-49.—Box 7058. [2644

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford, Milford 293. [0815/R

REQUIRED, T.C./T.D., '49-'50, low mileage, one owner, open R.A.C. inspection.—Box 6929. [2590

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 6941; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

M.G. Spares and Service

PARADE MOTORS (MITCHAM) offer:

M.G. T.A. 1939 Tickford drop head, has been fully stripped and parts available for sale as spares.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [85036

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 6941. [85041/R

HAMMERSMITH.—Repairs, service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [C5054

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. [0435/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

PARADE MOTORS (MITCHAM) offer:—

MORGAN 1939 4/4 2-str., red, tonneau cover, good tyres, two spares; £295.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C5056

MORGAN 1939 sports tourer, first-class condition and appearance, good tyres; £275.—Bowmans Garage, Weybridge 1265. [C1058

ROSE & YOUNG, Ltd., offer: 1951 Morgan Plus 4, immaculate condition, red; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

Morgan Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone.

38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [W4017

WANTED.—Morgan, in good condition.—Box 7018. [2608

MORGAN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

REQUIRED immediately, good Morgan.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

Morgan Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0797

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

ACRES offer:—

1952 (late) Morris Minor 4-door saloon, finished in pastel green with leather upholstery to match, extras include heater, covers, mirrors, etc., speedometer reading 8,000 miles, undoubtedly genuine as brand new; offers to:

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

RUSSELL MOTORS offer:—

1952 (Dec.) Morris Minor tourer 6,000 miles only, extras; £565.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

OVERSEAS CARS, Ltd., offer:—

1950 Morris Minor tourer, blue, genuine mileage under 15,000, excellent condition throughout; £475.

1950 Morris Minor saloon, black; £500.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

H. A. SAUNDERS, Ltd., of Worcester.

1952 Morris Minor saloon, grey with red leather, 5,000 miles only by one careful owner; £625. AUSTIN House, Worcester. Tel. 2368.

[C4005

MORRIS Minor tourer, June, 1951, 8,000 miles, one owner, spare unused; £525.

THE Black Horse Garage (Richmond), Ltd., 174-176, Sheen Rd., Richmond. Richmond 4822-3. [2672

1952 (Nov.), 1,700 miles, fitted heater; £615.—Mansfield Autos, Ltd., Euston 2587. [C3001

£625—1952 (October) Morris Minor saloon, grey, red upholstery, 1,900 miles only, completely as new.

£445—1950 Morris Minor tourer, maroon, beige upholstery, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 4-door Morris Minor, Radiomobile, heater, genuine 4,800; £625.—Beeton, Tylings, Hawthorne Way, Guildford. [2785

1952 (July) Morris Minor 4-door saloon, immaculate condition, 6,000 miles genuine, one driver; £635.—Beckenham 6341. [2742

MORRIS MINOR saloon, 1950, 25,000 miles, excellent appearance, mechanically perfect, recently rebored; £485.—Galletly, Thanet 51445. [2749

1949 Morris Minor saloon, choice of two, both one owner and in excellent order; £465.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1950 Morris Minor tourer, grey with beige upholstery, one owner, low mileage, in beautiful condition throughout; £450.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

NAYLOR & ROOT.—1950 Morris Minor saloon, dark green/fawn, low mileage, attractive and economical; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

OCTOBER, 1951, Morris Minor tourer, 13,000 miles only, beautifully maintained by one private owner; £510.—R. B. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [C1065

TANKARD & SMITH, Ltd., offer 1951 Morris Minor open tourer, black with beige upholstery, speedometer reading 16,000, carefully maintained; £525; 3 months' written guarantee.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1951 (July) Minor coupe, one owner, 15,000 miles, fastidiously maintained, attractive coachwork, immaculate appearance, mechanically irreproachable; 495gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2691

PRIDE & CLARKE, Ltd.—1952 Morris Minor convertible, green/beige, 6,000 miles, one owner, as new, £549; 1952 saloon, green/beige, 10,000 miles one owner, as new, £559; 1951 green/beige, low mileage, heater, choice 2 at £519; 1951 tourer, black/beige, one owner, £483; 1950 tourer, black/beige, £439; 5 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716/R

FRICKERS of Holland Park wish to purchase high grade Morris Minor cars.—Tel. Park 5077. [W2016

WANTED privately 52/3 or new Morris Minor 4-door, immediate cash.—Laburnum 5678. [2779

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Morris Minor.—May, 3051. [W3043

MORRIS EIGHT

GATEHOUSE offer:—

1946 Morris 8 2-door saloon, black, in excellent condition; £335.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

ELITE MOTORS offer:—

1937 Morris 8 2-seater, blue, £195; 1937 Morris 8 4-seater, red; £195.

1938 Morris 8 2-door de luxe saloon, recent works-reconditioned engine unit; £225.

1939 Morris 8 4-door de luxe saloon, definitely a specimen car, runs and looks like 1948 model, speedometer reading 41,000 miles; £335; 7 other Morris 8s and Minors from which to choose.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

MEBES & MEBES (Est. 1895), offer:—

1948 (July) Morris 8hp 4-door saloon, black, brown upholstery, original condition, small mileage, one owner; £425.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1940 Morris 8 series E, quite exceptional; £255.

1947 Morris 8 series E, well above average; £380.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1937 Morris 8, exterior splendid condition, engine very good; £167/10.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

MORRIS EIGHT

£155—Morris 8, 1937, blue and black, very sound condition.—18, Field Rd., Forest Gate, London, E.7. [2689

£100—Morris 8, 1935 4-door saloon, easy-clean wheels, good condition.—Tel. Vic. 5254, before 9.30 a.m. [2686

1939 Morris 8 tourer, second engine recently fitted, good condition, several extras; £200 or nearest.—Box 7059. [2645

1936 Morris 8, radio; £175.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1939 Morris 8 tourer, series E, one owner, excellent condition throughout, any inspection; £225.—Tulse Hill 6526. [2788

1939 Morris 8 tourer series E, very nice car; £245; open until 8 p.m.—Thomas Motors, 117, London Rd., Kingston 8415. [2822

1938 Morris 8 saloon, black, excellent, guaranteed; £215.; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1938 tourer 4-seater, mechanically as new, appearance excellent, £165 or part exchange.—"Routhorpe," Bainton, E. Yorks. [2772

£385—1947 Morris 8 2-door, black with brown leather, carefully used.—Broadway Motors, 67, High St., Hounslow 0175. [C1026

£195—1937 Morris 8 saloon, in amazing condition throughout; taxed.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2802

ARCHIE SIMONS & Co., Ltd.—1939 Morris 8 saloon, colour black, fitted with radio, in excellent condition in every way; £275.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

£185!!!—Morris 8 sports 4-seater, 1937 model but in excellent condition throughout; also choice two other saloons; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£250—1939 Morris 8 4-seater tourer, new engine, etc., bills available, economical car; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

SGA MOTORS.—Morris 8 specialists offer the following selected cars which have been thoroughly checked in our workshop, and carry a 3 months' guarantee.

1940 Series E 4-door de luxe saloon, sunroof, reconditioned engine, excellent condition; £285.

1939 Series E 2-door de luxe saloon, sunroof, low mileage; £265.

1938 4-seater tourer in outstanding condition, really a specimen car, taxed year; £225.

1938 4-seater tourer, in excellent condition throughout; £205.

1937 2-seater tourer, in first-class condition; £175.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 5208. [C4063

365 gns.—Morris 8 1946 de luxe saloon, black, sliding head, brown leather, one owner, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Morris 8 1935 de luxe 4-door saloon, blue, sliding head, blue leather, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8 1935 2-seater, green, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Morris 8hp tourer, in exceptional condition, resprayed, new hood, etc.; £235; £80 deposit, balance 18 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [2844

ROYS offer a good 1937 Morris 8 saloon, £165; also 1937 Morris 8 2-4-seater, fully equipped, taxed, £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£149—A really beautiful 1936 Morris 8 in absolutely first-class condition, new pistons, etc., now being fitted, and bills here for £50 for work just carried out, finished in black with loose covers; deferred terms, open all day Saturday.—Great Western Motors, Bishopsbridge Rd., Paddington, W.2. Ambassador 1061. [2826

Morris Eight Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1936 Morris 8 tourer required, condition immaterial, must be reasonable price.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

MORRIS TEN

£235—Morris 10 saloon, in splendid condition, recent engine reconditioning, good upholstery.—Tel. Sydenham 4261, 8.30-5.30. [2889

MORRIS 10 series II 1936 model 4-door saloon, reconditioned engine just fitted and not run in, brakes relined; £145.—Below.

1934 Morris 10 4-door saloon, mechanically perfect in every detail, good tyres; £110.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

Morris Ten Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your Morris 10hp saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS FOURTEEN

MORRIS 14, 1936, perfect condition, recently overhauled; £160 o.n.o.—She, 1635 evenings. [2810

MORRIS SIXTEEN

£222!!!—Morris 16 de luxe saloon, 1936/7 model, large economical 5/6-seater, in excellent condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

MORRIS TWENTY

1952 Morris 20 saloon, immaculate; £650; part exchange, terms arranged.—King's Autos, 725-727, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

MORRIS OXFORD

CAR MART, Ltd.

1952 Morris Oxford saloon, 13,000 miles; £715.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, exceptional condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 series Morris Oxford saloon, black with red upholstery, 900 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

PHILIP RICKARDS, Ltd., offer:—

1952 Morris Oxford, black, 5,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, W.1. Grosvenor 4772-3. [C3051

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Oxford saloon, taxed year, immaculate condition; £635.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

DEC., 1949, Oxford saloon, silver grey, one owner-driver, 14,200 miles, overhauled 11,000., perfect condition; £575.—Box 7061. [2654

1951 Morris Oxford saloon, guaranteed as new, 15,000 miles, heater, etc.; £625.—Cranmore, Ltd., Tel. Potters Bar 2040. [C1062

£575!!! Morris Oxford saloon, 1950 model, fastidiously maintained and in quite immaculate condition, fitted heater, tailored seat covers, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

JULY, 1950, Morris Oxford, one owner, heater, exceptional condition; £575.—P. Inwards, Ltd., 475, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2837

1951 Oxford saloon, black with brown hide, fitted heater, nominal mileage and in superb condition throughout; £645.—Robbins, East Putney. Tel. 4581. [C3010

NAYLOR & ROOT.—1952 Morris Oxford saloon, blue, low mileage, attractive and economical; £675; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1952 (April) Morris Oxford saloon, blue with blue upholstery, 11,000 miles, one owner, appearance quite as new; must be seen to be appreciated; written guarantee; £685; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2003

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0816/R

HATTONS will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0542/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

HAMMERSMITH.—Repairs service and overhauls.—Rogers Garage, Wellesley Avenue, W.6. Riverside 2644-5. [R8054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

NASH

1947 Nash 600 model, r.h.d., radio, heater, covers, low mileage, luxurious car; £695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1950 (December) Nash, r.h.d., radio, one owner, 19,000 miles, mint condition; £775.—Value Cars, 362, Upper Richmond Road, East Sheen. Pro. 7520. [2469

OLDSMOBILE

ACRES offer:—

1948 Oldsmobile 6 hydromatic saloon, finished in fawn and maroon with grey cord upholstery complete with seat covers, heater and radio and many extras; this magnificent vehicle has been beautifully maintained and is in spotless condition throughout; first £895 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. [0217/R

1947 Oldsmobile saloon, beautiful condition, one owner; unrepeatable value at £750!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Oldsmobile model 98 4-door saloon, hydramatic drive and all extras, one owner, 32,000 miles, this car is literally unmarked and is in outstanding condition throughout.

1938 Oldsmobile d.h.c., heater, radio, unused since engine overhaul and recellulosed; £275.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6826/7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. Will buy post- and pre-war models at good prices. [0113/R

Oldsmobile Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0059

OPEL

195 gns.—Opel Cadet 1938 (registered 1940) Master series 4-door saloon, black, I.F.S., very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Opel Cadet 1937 (registered 1938) drop head cabriolet, black, green leatherette, push-button radio, excellent condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Opel Olympia 1937 12hp saloon, grey, maroon leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models' comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PACKARD

1949 Packard 6-cylinder saloon, 23,000 miles, radio, heater, covers, most beautiful condition; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

£225!!!—Packard Eight saloon, 1938, black, blue interior, full 6-seater, a powerful and luxurious type of car which whilst obviously not as brand new is ready to give a really good term of service.

£395!!!—Packard superb and immaculate Super Eight drop head coupe, 1940, equipped with brand new overdrive which cost £110, beautiful Fisher body styling, accommodating five passengers, with spacious rear luggage boot, coachwork in pastel grey, distinctly unblemished, leather upholstery, brand new hood and six new tyres fitted this year, steering column gears, Marchal head and pass lights, this car has been expertly and fastidiously maintained and is in practically faultless order throughout.

!!! Super Eight limousines—see selection on page 133 ••• in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1939 Packard 30hp saloon, guaranteed, £280; also 1956/7 Packard 27hp drop head foursome coupe, guaranteed, £155; payments.—Oldfield, 366, Kensington High St., W.14. Western 6651. [C5029

A & S Limousine, 1938, Deluxe Super-8, partition, widest occasionals, radio, genuine 25,000 original private owner, 1952-condition, throughout, outstanding carriage, £865. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

1937 8-cyl. Packard saloon, 55,000 miles, mechanically perfect, engine, brakes and steering just overhauled, bodywork almost unmarked, always privately owned, Marechal headlamps, wireless, any trial or examination; £350; consider Citroen 6-cyl. part exchange.—J. Royds, Charleton Court, Kingsbridge, Devon, Frogmore 269. [2737

PACKARD 8 saloon, right-hand drive with overdrive, 1st reg. 12th Oct., 1949 (actual Earls Court Show car), finished blue, mileage 12,000, in immaculate condition throughout; this car has been chauffeur maintained regardless of cost, and has only been used on special occasions, fitted radio, heater and many other extras.—Cecil Kay, Ltd., 10-14, Essex St., B'ham, 5. Mid. 3011. [2295

Packard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

PACKARD r.h.d. post-war limousine.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

7-SEATERS privately owned Limousine required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS) Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PLYMOUTH

SIMPSON'S offer:—

1949 Plymouth saloon, 4-door, fitted with heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

PONTIAC

ACRES offer:—

1948 Pontiac Silver Streak saloon, finish in dual-tone blue and stainless steel, heater, radio and many extras; this magnificent vehicle has been beautifully kept and maintained and is practically indistinguishable from brand new; first £950 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SIMPSON'S offer:—

RHD 1949 Pontiac saloon, 2-door, fitted radio, heater and seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1950 Silver Streak 8-cylinder de luxe 4-door saloon, fitted with every conceivable extra and as new in every respect, 25,000 miles, two colour grey.

1949-50 6-cylinder convertible, fitted with hydramatic drive, power-operated hood and all extras, a most elegant and economical car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SIMPSONS MOTORS (WEMBLEY) Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionnaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2561. See "New Car Section." [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

LES LESTON offers his 1952 Cooper Mark VI with Beart tuned (for 1953 season) double knocker Norton; Norton gear box, new body, new tyres, everything immaculate and completely rebuilt throughout, complete with all extras and guaranteed as exactly as raced by me; price £750.—Les Leston, 1, Abbey Court, N.W.8. Maida Vale 3079. [2817

RAILTON

1938 Railton 16.9hp saloon, new engine 1952, good tyres, etc.—Tel. Camberley 491. [2868

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6755).—All models available and wanted. [5778

1938 Railton Straight Eight drop head, black and grey, radio, quite unblemished.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

1937 Railton limousine, leather, one private owner, really exceptional condition; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side, S.W.18. Tel. Vandyke 5181. [0555/R

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ACRES offer:—

1951 Renault 750 saloon, finished in grey, many extras, carefully used and in spotless condition throughout; first £595 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

1949 4.5 4-door saloon; £585.

1939 26hp 6-str. roomy saloon, completely overhauled; £250.

1946 4.5 Utility 4-str. 4-door; £275. [0126/R

1951 Renault 760cc saloon, grey, good condition throughout; £475.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

RENAULT

95 gns.—Renault 12 1956 model de luxe saloon, grey, sliding head, fawn leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

RICHARDS & CARR buy rear-engined Renaults.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models [0127/R

RENAULT 750 in part exchange for Lanchester 10 (December, 1946) saloon, black, excellent condition, heater.—Graham, 51, Middlewich Rd., Sandbach, Cheshire. [2767

Renault Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0794

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20551. [0911/R

RILEY

BOON & PORTER, Ltd., RILEY distributors.

1952 (Aug. latest) 1½-litre saloon, green, special Riley heater, 6,000 miles; £1,098.

1953 series 2½-litre saloon, green, 5,000 miles, heater, radiator shutter; £1,250.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

WARWICK WRIGHT, Ltd., offer:—

1952 Riley 1½-litre saloon, black, 8,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SLOCOMBES, Ltd., Willesden 4869.

RILEY 1½-litre open foursome in grey with red leather, Scintilla equipped, very fast; £269/10; or insured h.p. terms, part exchanges, cars or motor cycles; we close at 7.30 p.m. Write, call or tel.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

GUY SALMON AUTOMOBILES offer:—

1951 Riley 2½-litre saloon, black, brown leather, 15,000 miles, one owner, immaculate condition; £1,095.

1950 Riley 1½-litre saloon, genuine 20,000 miles, immaculate condition; £850.

1938 (model) Riley Big Four Kestrel saloon, recent complete overhaul, very good condition; £495.

1938 Riley Big Four Adelphi saloon, one owner; particularly fine example of one of these rare cars; £455.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1952 Riley 2½-litre saloon, as new; £1,350.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:—

1953 (new) 1½ saloons, green/green leather or black red leather.

1951 2½-litre, d.h.c., radio, heater, loose covers, outstanding condition; £995.

73—79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1951 Riley 2½-litre saloon, black, one owner, fitted radio, heater; £995.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

£298.—Riley 9 1937 4-dr. saloon, tip-top mechanically, very well kept, all extras, choice 4.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 5344. [0079/R

1950 Riley 1½ saloon, sun bronze, mileage 16,000 immaculate; £625.—Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

THE Riley Centre at 189/195 Pavilion Rd., Sloane St., S.W.1. (5 minutes Sloane Sq. Tube), Sloane 8526, offer the following Rileys.

£135.—1955 Monaco, excellent throughout.

£175.—1955 Kestrel 9hp excellent throughout.

£195.—1954 Kestrel 9hp, spotless condition.

£260.—1956 Adelphi 12/4 a first-class car in every respect.

£125.—9hp special, very potent; complete history available.

£95.—1951 4-seater coupe, excellent.

GOOD Rileys always in stock from £55 and urgently wanted to purchase. [C5069

1933 Gamecock, black with red leather, replacement engine fitted 1949, excellent tyres, good weather equipment, taxed for year; £165.

CHARACTER CARS, Croydon 2555. [C1044

1947 Riley 2½-litre saloon, wireless, two-tone black and beige, in spotless condition; £625.—F. H. Moss, Ltd., Park St., Luton 5625-6. [2654

£225.—Kestrel 1937 12/4, reconditioned gearbox, crankshaft reground, bodywork above average.—1, The Grove, Donaster (49945). [2759

1947 Riley 1½-litre saloon, excellent condition, black, heater; £625.—Jack Poiner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. [C2061

1951 (Nov.) Riley 1½-litre saloon, heater, one owner; £995.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [2485

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1952 (June) Riley 2½-litre saloon, black, with green leather, one owner, fitted radio and heater, genuine 11,000 miles, looks 5,000 miles, as new; £1,225, below.

1950 (Oct.) Riley 1½-litre saloon, green, with green leather, fitted radio and heater, one owner, as new; £850, below.

1947 (May) Riley 2½-litre saloon, black, with red leather, fitted radio, almost as new; £625.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2425

£895.—Oct., 1950, Riley 2½-litre saloon with radio, beautiful condition, mileage 26,000, two careful owners.—Traynor Motors of East Ham. Tel. Grangewood 2530/5654. [C4052

RILEY 12/4 Falcon saloon, 1936, grey with green leather upholstery, piston rings renewed recently, in sound condition and of good appearance; £175 or near offer.

RAWLINGS BOUGH & Co., Accountants, 8, Walker St., Wellington, Shropshire. 685. [2575

£185.—1955 Riley 1½-litre sports saloon, in exceptionally clean condition throughout; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

425gns.—Riley 1939 1½-litre de luxe saloon, black, sliding head, brown leather, manual change, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295gns.—Riley, September, 1956, 1½-litre Kestrel saloon, ivory and black, sliding head, leather upholstery, preselector, excellent condition; terms, exchanges.—Rowland Smith, below.

245gns.—Riley 1956 1½-litre Merlin saloon, black, sliding head, blue leather, preselector, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£785.—2½-litre Riley, 1949, silver grey, radio, heater, almost like new.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

£395!!!—Magnificent 1939/40 Riley 2½-litre de luxe saloon, carefully used by late owner, unusually well kept, and outstanding example; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2148. [0446/R

CAMDEN MOTORS.—Riley 1½-litre saloon, first delivered and registered February 1952, genuine mileage a little over 9,000, maroon, fawn leather, literally indistinguishable from brand new, open to any examination or trial; £1,095.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1951, a one owner car, superbly maintained, very low mileage indeed and like new throughout, original tyres; £1,095.

CAMDEN MOTORS.—Riley 2½-litre saloon, 1948 model, black, brown leather, fitted radio and passlights, a very good example; £645.

CAMDEN MOTORS.—Riley Kestrel 6-light saloon, Sept. 1936 series, not a perfect car but good mechanically with a high standard of performance, coachwork sound, original makers' finish dull, opportunity to purchase modern looking car with handsome body lines; £285.

CAMDEN MOTORS.—Riley 9hp Monaco saloon, late 1956, special series engine giving an astonishingly good performance, sound bodywork finished in maroon, neat and tidy order generally, excellent set of tyres; £245.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, 1937, in exceptional mechanical order throughout, engine, brakes, steering and suspension all "spot-on"; drive this car and you cannot fail to be impressed with its outstanding performance, extensive road test carried out this week by our works manager who personally recommends this car as 100% mechanically; £295.

CAMDEN MOTORS.—Riley 1½-litre Nuffield saloon, late 1939 4-door model with sunshine roof, in black with blue leather, excellent tyres and sound mechanically with typical Riley performance; £545.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROYS for Reliable Rileys.—'40 Nutfield 16/4 saloon, £395; 1938 Kestrel 16/4 saloon, £365; 1936 1½ Adelphi, £225; 1935 1½ Kestrel, £215; 1935 Monaco 9 saloon, £175; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1953 series Riley 2½-litre, finished silver polychromatic with green hide upholstery, fitted with heater and demisters, twin windscreen washers, tailored nylon seat covers, special rubber fitted mats, special fog lamps, badge bar, mileage 1,000, the car is quite new.

J. BLAKE & Co., Ltd., 110, Bold St., Liverpool. Tel. Royal 6622. Grams. Autocar, Liverpool. [2662

1947 Riley 2½-litre saloon, most beautifully finished in polychromatic bronze with brown leather interior, fitted heater, almost new tyres, taxed, the performance of this car is really excellent, the car has been exceptionally well maintained and is in really superior condition throughout, open to any examination or trial; £575.

MIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

£265!!! This beautiful Riley 12hp Falcon saloon is definitely for the discriminating buyer who wants a thoroughbred; although 1937 the appearance is most modern and the performance and quietness of the whole car quite unbelievable; deferred terms, open all day Saturday.—Great Western Motors, Ltd., Bishopsbridge Rd., Paddington, W.2. Ambassador 1061. [2824

Riley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W5008

REALLY good secondhand Riley required.—Cobb, 30, Harley House, London, N.W.1. [W1086

Riley Cars Wanted

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

C.N.K. MOTORS require clean pre-war Rileys.—553, Finchley Rd., N.W.3. Hampstead 5712. [W1052

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0817/R

WANTED, post-war Riley 1½-litre, good condition essential.—7, Shirehall Close, Hendon 1603. [2713

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841; or— [W5041

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

C. A. PETO, Ltd., 43, North Audley St., W.1, wish to purchase immediately late model 1½-litre Riley.—May, 3051. [W3043

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0258/R

REPAIRS, parts, reconditioned, guaranteed gear boxes (including Warner), shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0799

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Mess's Agencies, Ltd. High St., Leamington Spa. Tel. 67. [8149

ROLLS-ROYCE

CMC

CAR MART, Ltd.

1948 Rolls-Royce Silver Wraith Hooper touring limousine, black with beige hide upholstery, guaranteed; £2,950.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

PB, Ltd., offer:

1935 20-25hp Rolls-Royce fitted with most attractive 4-door 4-light sports saloon body with disappearing division by Freestone & Webb, black and primrose with brown leather upholstery, now undergoing complete engine overhaul will be available approximately two weeks time at £965.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-9478. [C3083

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp owner-driver saloon, maintained regardless; £575.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

JACK OLDING OF MAYFAIR.

1938 25-30hp Rolls-Royce owner-driver saloon with division.

AUDLEY House, North Audley St., W.1. Mayfair 5242-3-4. [C3030

TAYLOR & CRAWLEY offer:—

1938 Rolls-Royce fully razor-edged sports saloon by Park Ward, outstanding beautiful car, genuine one owner, 27,000 miles since new; £1,795.

1934 Rolls-Royce 20/25 sports saloon by Hooper, recent engine overhaul; £675.

48, Kensington Court, W.8. Western 6015. [C4036

MASCOT MOTORS, Ltd., offer the following:—

1937 30hp Thrupp & Maberly semi razor-edged sports saloon.

1936 25hp Thrupp & Maberly sports saloon.

1935 40/50hp Thrupp & Maberly 7/8-seater limousine.

1934 25hp Freestone & Webb 2-door sports saloon.

1934 25hp Young sports saloon; another by Hooper.

1933 25hp Barker sports saloon.

1932 25hp Freestone & Webb sports saloon.

1928 20hp Barker cabriolet.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1932 (July) Rolls-Royce, G.A.U. series, owner-driver 4-light saloon, with boot, finished in black with brown hide upholstery; this car is in exceptional condition throughout, particularly with regard to the interior, which is immaculate; £595.

PHOENIX MOTOR COMPANY (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C5044

BROOKLANDS: Individuality, new and used cars.

1949 Rolls-Royce Hooper touring saloon with division, mileage 19,000, serviced by makers.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ROLLS-ROYCE

JBJ

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley. Please write for stock list. Example: 1950 Silver Wraith Rolls-Royce fitted with special James Young sports saloon, without division, large crocodile-type boot, one owner since new, finished dark green with beige leather upholstery, price £4,500.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062

PHANTOM II 40/50 Gurney Nutting Owen sedanca on Continental 12ft chassis.

ROLLS-ROYCE 1933 20/25 Thrupp and Maberly owner-driver limousine.

ROLLS-ROYCE Phantom II Dreadnought tourer, ex Barnarto.

ROLLS-ROYCE 21.9 drop head Replica coupe by Messrs. Southern.

ALSO a selection of Rolls-Royce 20 and 20/25 Replicas and vintage models.

SIMMONS, 12, Rex Place, Park Lane, W.1. Grosvenor 1188 or 2635. [C4014

1937 Rolls-Royce Phantom III 7-seater sedanca limousine, face-forward occasional seats, exceptional record; £795.

ROLLS-ROYCE 20/25, registered February 1936, 7-seater, swept back limousine, face-forward occasionals; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

1934 25hp Rolls-Royce Gurney Nutting, owner-driver saloon, with boot, exceptionally pretty car one owner since new.

1933 25hp Rolls-Royce 7-seater limousine, black, blue leather throughout, 36,000 miles only, one owner, one chauffeur.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1933 Rolls-Royce Phantom II, 4-door sports saloon, attractive body with fitted boot, excellent condition; accept £380; or h.p.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12, Ilford 3151/2. [2808

£100.—Rolls 20, 1927 limousine, also Phantom I cabriolet, one owner; £155.—90, Brighton Rd., Banstead, Surrey, Burgh Heath 1520. [2865

£225.—Rolls-Royce Phantom I Hooper limousine, in very good condition throughout, or exchange shooting brake or Land-Rover.—Box 7136. [2891

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices.—66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

ROLLS Phantom II limousine XJ series Park Ward seven-seater, genuine 67,000 miles, very good order; sale or exchange smaller Rolls.—Pats Garage, Lyndhurst. [2895

HEARSES 1935 Phantom II Deluxe 1953 partitioned 6-bearer Coachwork, exclusive equipment, reasonable cost, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/2

1937 Rolls-Royce 7-seater limousine by Hooper, engine guaranteed. — Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353 or 1709. [1038

PHANTOM II sports saloon, amazingly modern and attractive; £575.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

1930 Rolls-Royce 20/25hp Tickford collapsible head 4-door coupe, in exceptional condition, licenced; £395.—Write Box 560, Rays, Cecil Court, London, W.C.2. [C2030

1953 new Rolls-Royce brake, amazingly attractive, on 20/25 chassis; £1,245.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024/1

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644 [2867

PHANTOM III 7-seater by Windover, magnificent condition, 43,000 miles only (1937); £1,095.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024/2

1935 Rolls-Royce, Barker body, specially adapted for Continental touring, 29,800 miles; £675.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

LAWTON-GOODMAN, Ltd., offer: 40/50hp Phantom II large ambulance, make good caravan, £145; Phantom I tourer, £125; 1933 25hp saloon limousine, forward seats, leather upholstery, £595; exchanges.—195, Cricklewood Broadway, N.W.2. [C2022

OWNER-DRIVER, 1938/30hp, Series GGR, swept tail 4-light Barker Saloon (no partition) mileage 19,000, leather throughout, carefully maintained, excellent history £1,380. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1933-4 Rolls-Royce 25hp 7-seater, a very fine example by Barker, fastidiously maintained, winding division, face-forward occasionals, discs, etc.; one other owner, a nobleman; £400.—Coshquin House, Brighton Rd., Horley, Surrey. Tel. Horley 1517. [2686

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 7-passenger limousine, coachwork by Hooper, black, face-forward occasionals, excellent tyres, fitted discs, extensive overhaul recently carried out, good proposition for the hire trade; £575.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

ROLLS-ROYCE 20/25 owner-driver saloon (July, 1935) by Freestone & Webb, 36,000 miles, recent complete Rolls overhaul (receipts available), coachwork dual black/grey, original lovely finish, we believe this to be the most attractive and perfect owner-driver 20/25 Rolls available; price £1,175.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024/4

1937 25-30hp Mulliner semi razor edged owner-driver saloon, chassis No. GWN5, 53,000 miles, meticulously and continuously maintained by Rolls-Royce Service Dept., including engine rebore at 44,000; opportunity for anyone desiring a really outstanding example of this fine marque; extras include radio and heater; car can be inspected in London or Home Counties by arrangement; offers around £1,500 will be considered.—Tel. Elstead 2110. [2669

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A & S display selected Rolls-Royce Limousines, moderate mileages. (Competitive prices).

LIMOUSINE 1935/25hp Thrupp, swept tail, partition, forward occasionals, black, carefully maintained, £595.

LIMOUSINE 1937/30hp Mulliner, swept tail, roomy, forward occasionals, leather throughout, black, bargain value.

LANDAULET 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1145.

LIMOUSINE 1938 (mileage 33,000) Phantom III (solid tappets) Windover, partition, forward occasionals, swept tail, 1950-condition throughout, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

PHANTOM II, first registered April, 1934, 7 seats. Mulliner sedanca de ville, finished in black, with ride control and two spare wheels, luggage boot, 45,700 miles, serviced by makers, stored from 1939 to 1946, one owner, £575.—Ralph & Co., 22, Conduit Place, Spring St., Paddington, W.2. Pad. 8636. [2674

Rolls-Royce Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

SILVER Wraith, black, low mileage, sports saloon, no partition.—Kensington 2705. [2753

A & S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1008

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3050

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [7540

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [8106/2/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [8505/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lly. 3362. [0064/R

ROVER 10

CAMDEN MOTORS.—Rover 10 saloon de luxe, 1958 model, dove-grey with blue leather, good history, one change of ownership in 1949, mechanical overhaul with engine reconditioned at Rovers, July, 1951 (14,000 miles since), uses no oil and is a delightful car to drive, £545.

CAMDEN MOTORS.—Rover 10 saloon de luxe, 1939, rear boot model with disc wheels like 1947 series, coachwork just respraved dark blue, all fittings rechromed, new tyres all round, an excellent specimen, £425.

CAMDEN MOTORS.—Rover 10 saloon, January, 1947, fitted heater and Regency tailored seat covers, original maker's cellulose, beautifully maintained and devoid of blemish except for one or two minute scratches on boot lid, which only serve to accentuate the genuine overall condition of the car; total recorded mileage 29,450 (carefully done), new set of tyres done 6,000 miles only, £595.

CAMDEN MOTORS.—Rover 10 saloon; choice of two 1951 saloons in running order: £45 each.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

625 ens.—Rover 10, December, 1947, de luxe saloon, black, sliding head, blue leather, radio and heater, one careful owner, good tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROVER 12

1946 Rover 12 sports saloon, good condition throughout, llc, Dec.; £545.—Tel. Wallingford 3117. [2794

1946 Rover 12, one owner, 37,000 miles; £575.—Ace of Spades, Great West Rd., Hounslow 5476, (Osterley Station Tube.) [C2050

1936 Rover 12 sports saloon, well above average; £185, H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

BRUTONS, Ltd.—Rover 12 6-light saloon, black, blue interior, excellent condition, taxed year; £325.—15-14, Orten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

ROVER 12

1947 Rover 12 6-light saloon, black with cloth upholstery and loose covers, one owner, licensed to December.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

£595 !!!—1947 Rover 12 de luxe saloon, speedometer reads 20,000 but whole car literally looks and runs like brand new; this is beautiful, you must see it! 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

165 ens.—Rover 12 1956 sports saloon, grey, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 (November) Rover 12 sports saloon, black and chromium, green leather, sliding roof, radio, twin horns, fog lamp, a really immaculate one owner car, delightful performance, thoroughly recommended, written guarantee; £645; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Langham 0012. [C2005

1946-7 Rover 12 saloon, finished in unblemished black with brown leather interior and carpets to match, fitted new heater, excellent tyres, full and comprehensive tool kit, taxed, mechanically in excellent condition, any trial or examination, a really excellent example of "One of Britain's Fine Cars", free delivery; £525; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

£645 !!! Rover 12 open 4-seater sports tourer, first delivered and registered March, 1948; a most immaculate example of this rare series, beautiful coachwork with rich leather upholstery, disappearing hood, all-over tonneau cover, twin mellowtones and pass lights, mechanically this is one of the very finest post-war Rovers it has ever been our pleasure to handle; its road performance cannot fail to satisfy discriminating enthusiast.

£395 !!! Rover 12 saloon de luxe, January, 1940, black with red leather interior, seat covers, pass lights, etc., good appearance and in particularly sound mechanical order.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

ROVER 14

1940 model Rover 14hp saloon, unmarked black cellulose, looks and runs like a 1947; £585.

PREMIER MOTORS (SOUTHALL), Ltd., 57, South Rd., Southall. Tel. 1717. [2665

CASS'S MOTOR MART.—1939 Rover 14 super sports saloon, black, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1938 Rover 14 saloon, reconditioned engine, immaculate, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1938 Rover 14 6-light sln., rear boot, very sound clean car; £345.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

CAMDEN MOTORS.—Rover 14hp sports saloon, 1940, identical in every respect to 1947 model, £70 reconditioning carried out this year alone, exceptional bargain: £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1947, condition far in advance of average for the year, original cellulose remarkably well maintained, all chrome and interior excellent, engine just had major works inspection and passed 100%; £575.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1938, four-light model with attractive body lines, original makers' cellulose dull in places but coachwork sound generally, good performance and very good tyres; £295.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

£265.—1937 Rover 14 sports saloon, green, taxed, excellent runner, wheel discs, spots, radio, etc.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2797

BRUTONS, Ltd.—1939 Rover 14 sports saloon, grey, blue interior, excellent condition, taxed year; £395.—15-14, Orten Mews, Emperors Gate, S.W.7. Fremantle 0342. [C1026

BRUTONS, Ltd.—1939 Rover 14 Tickford, drop head, grey, blue interior, heater, wind-tones, excellent condition, new battery, taxed year; £595; terms.—15-14, Orten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026/1

1946 Rover 14 sports saloon, excellent condition throughout; opportunity at £525; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

ROVER 16

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Rover 16 saloon, radio, spot lamps, and in immaculate condition throughout; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1938 Rover 16 saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1937 Rover 16 saloon, completely overhauled recently, immaculate condition; £295.

PARAMOUNT AUTOS., 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2934. [2862

1939 Rover 16 saloon de luxe, green/green leather, two owners only since new, in excellent condition; £395.—Gordon White & Co., Ltd., Gerrards Cross 2077. [2899

£595 !!!—Immaculate Rover 16 sports saloon, registered February, 1947, maroon with red hide upholstery, fitted heater, perfect mechanical condition; demonstrated anywhere; part exchange and hire purchase facilities available.—Cox's Motors, 11-15, Conduit St., Leicester. Tel. 60319. [C1059

ROVER 20

1939 Rover 20hp foursome drop head coupe, black, attractive appearance, taxed; £365.—Tel. Reading 71757. [2717

£315 !!! Late 1938 Rover 20 sportsman's four-light saloon, rather scarce model with most impressive performance, many extras and special features, Ace rimbellishers, heater, etc., very good coachwork, fine quality leather upholstery, an ideal car for fast touring.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

ROVER 60 & 75

1953 (April) Rover saloon, 800 miles; list price.—Westridge 600. [C4025

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 P3 saloon, radio, heater guaranteed; £625.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

H. BEART & Co., Ltd., offer:—

1951 (May) Rover P4 saloon, fitted H.M.V. radio, black with grey upholstery, genuine small mileage and carefully maintained by one owner since new; £1,065.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1081

PHILIP RICKARDS, Ltd., offer:—

1950 Rover P4 saloon, black/red, excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, W.1. Grosvenor 4772-3. [C3051

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Rover P.4 saloon, 15,000 miles; £1,125.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

BROOKLANDS: Individuality, new and used cars.

FIRST registered January, 1952, Rover 75 saloon.

1950 Rover P4 saloon, 15,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ROVER 75 saloon, June 1948, sun roof, radio, heater, black/red interior, 25,000 miles, magnificent condition, £745.

THE BLACK HORSE GARAGE (RICHMOND), Ltd., 174/176, Sheen Rd., Richmond, Richmond 4822/3. [2675

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

1951 Rover P4 saloon, green/grey leather, heater, one owner, in excellent condition throughout; £975.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd., Plymouth. Tel. Ply. 305. [2650

1952 Rover P4 saloon, black with red hide interior, definitely as new, radio and heater; £1,150, consider part exchange.—Southwinds, Smugglers' Walk, W. Worthing, Goring-by-Sea 42151. [C4027

ROVER 75 saloon, 1948 (August), one owner, extras, reconditioned engine, tyres, etc., etc., recently (bills available); A.A. inspection invited; £670; private owner, but hire finance possible.—Pri. 6159. [2661

PRIDE & CLARKE, Ltd.—1948 Rover 75 P3 saloon, black/grey leather, nominal mileage, heater, H.M.V. radio; £649; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

CAMDEN MOTORS.—Rover 75 saloon, December, 1948, beige with brown leather, heater, H.M.V. radio, seat covers, original and very beautiful condition with a genuine low mileage; £795; also a slightly earlier registration 75 saloon in green with heater at £765 and a 1949 model Rover 75 sports saloon.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

Rover 60 & 75 Cars Wanted

1940 Rover 75 saloon wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [C4059

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

1950 Land-Rover, privately used only; £350.—Norman Autos, 346-354, London Rd., West Croydon, Surrey. Tel. Thornton Heath 4657. [2847

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (the Land-Rover Specialists) wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5344. [0080/R

1940 model Rover sports saloon, black, in really excellent mechanical condition, and appearance; £395; terms and exchanges.—Universal Car Distributors, 351/3, High Rd., Chiswick, W.4. Chiswick 1919-6850. [2845

Rover Miscellaneous Cars Wanted

CMT HE CART MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0818/R

BLAKES, Rover agents, will purchase any Rover car. —110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Rover Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0796

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SIMCA

BARTLETT.—Simca 1951 Special Sports Farina coupe, 90 mph, 35mpg, as new; £1,250.—27a, Pembridge Villas, W.11. [C1013

SINGER

NOEL ROSCOE offers:—

1½-litre 1936 genuine Le Mans 2-seater Singer, definitely the finest example in the country to-day, titled lady owner, unused 9 years, 47,000 miles, black with brown leather, all original and as new, absolute specimen; £325.—High Rd., Byfleet, Surrey. Tel. 270. [C3062

RUSSELL MOTORS offer:—

1951 (Mar.) 4AB Singer roadster, 14,000 miles only, one owner; £465.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

B. J. HUNTER, Ltd., offer:—

SINGER S.M. shop soiled saloon, works mileage, unregistered; £895.

1950 Singer S.M. saloon, really fine order throughout; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1952 New shop-soiled S.M. 1500 saloon; £850.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1951 (Oct.) Singer 1500 saloon, black, heater, one owner, immaculate condition; £595.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1947 Singer 9 sports 4-seater tourer, good condition, radio, lic. Dec.—Tel. Wallingford 3117. [2795

1951 SM 1500, in beautiful condition at 22,135 miles, 4 new tyres and Masteradio; £650.—Box 7112. [2727

£525 !!!—Superb 1951 Singer 4AB roadster, l.t.s., 14,000 miles only, whole car as new.—Cox's Motors, 11-15, Conduit St., Leicester 60319. [C1059

1951 (Nov.) Singer 9 roadster, green, trafficators, leather upholstery, 6000 miles, as new; £550.—Hepworth, The Shieling, Sandisplatt Rd., Maidenhead. [2620

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate Manchester. Deansgate 4507. [0399/R

545gns.—Singer 9, 1951, 4 AB sports roadster, grey, red leather, I.F.S., glass sidescreens, one very careful owner, genuine 7,300 miles, good tyres, practically new; taxed; terms, exchanges.—Rowland Smith.—Below.

245gns.—Singer 9, late 1939, sports roadster, black, red leather, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (May) Singer 4AB 9hp Roadster, black, genuine 5,100 miles, leather upholstery, Windtone horns, underseal, one owner, licensed Dec.; £550.—Tel. Brighton 52563 evenings. 35, Tongdean Lane, Brighton. [2753

Singer Cars Wanted

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd. (the Singer dealers)

URGENTLY require good Singers.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

H. F. EDWARDS urgently require good Singer for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

WHY accept less for your Singer 1500 when you get its full market value from Ferraris of Cricklewood, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

GEARS, parts, reconditioned, guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0101

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

Singer Spares and Service

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

ACRES offer:—

1950 Cooper Mark IV, recently completely reconditioned and in racing trim, complete with trailer and many spares; trial and demonstration by appointment; first £400 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

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DON'T come to us if you wish to purchase a post-war "modern" or pre-war "bread and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage, sports or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly 'phone, write or call for the car you require. Immediate h.p. terms and insurance on any car. We are open till 8 p.m. for inspection 7 days per week.

VINTAGE AUTOS 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

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ALVIS Speed 20 V.D.P. tourer, 1934, £265; Alvis Speed 20 V.D.P. saloon, 1934, £195.

BENTLEY 3-litre Barker tourer, 1927, £195; Bentley 3-litre short chassis 2-seater, 1925, £345.

BENTLEY 3-litre tourer, 1924, £145; Bentley 3-litre Blue Label saloon, 1926, £175.

B.S.A. Scout 10hp 2-seater, 1939, £195; B.S.A. Scout 10hp 4-seater, 1938, £165.

DELAGE D.6/70 Airline saloon, 1939, £395; Delage D.8 4-seater tourer, 1933, £145.

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FRAZER NASH-B.M.W. Type 40 cabriolet, 1935, £245; Ford V.8 model 78 coupe, 1937, £195.

JAGUAR 3½-litre d/h foursome, 1938, £295; Jaguar 2½-litre d/h foursome, 1939, £375.

LAGONDA 4½-litre V.D.P. tourer, 1934, £265; Lagonda 4½-litre saloon, 1934, £195.

LAGONDA 2-litre tourer, 1930, £225; Lagonda 4½-litre sports saloon, 1934, £175.

MERCEDES-BENZ 540K Type B cabriolet, 1938, £495; 290 V cabriolet, 1937, £495.

MORGAN 10hp 3-wheeler sports, specimen, 1938, £295; Morgan 4/4 10hp 2-seater, 1938, £245.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 12hp Lynx tourer, 1934, £195; Riley 1½-litre Kestrel saloon, 1935, £195.

ROVER 16 sports saloon, 1937, £195; Rover 12 sports tourer, 1934, £195.

ROLLS-ROYCE 20 o.d. saloon, 1927, £195; Rolls-Royce Phantom I limousine, 1928, £125.

STUDEBAKER President 30hp de luxe saloon, 1939, £345; Standard 8 4-seater tourer, 1947, £345.

SINGER 9 Le Mans coupe, 1934, £95; Singer 9 Le Mans 4-seater, 1934, £145.

SUNBEAM-TALBOT 10 tourer, 1938, £275; Standard 12 de luxe saloon, 1948, £565.

TRIUMPH 14hp Dolomite Roadster, 1940, £345; Triumph 16hp Dolomite saloon, 1938, £195.

TURNER 2½-litre roadster, 1951, £595; Talbot 105 V.D.P. tourer, 1936, £195.

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PERFORMANCE CARS. [C3041

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BENTLEY 3-litre Barker tourer, 1927, £195; Bentley 3-litre short chassis 2-seater, 1925, £345.

DELAHAYE Type 135 d.h. foursome, 1948, £1,365; Connaught 2-litre competition 2-str., 1949, £695.

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M.G.—See large selection under M.G. column; try us for spares and repairs.

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STUDEBAKER President 30hp de luxe saloon, 1939, £345; Standard 8 4-str. tourer, 1947, £345.

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ALVIS Speed 20 DP sports saloon, 1935, 3 SUs, I.F.S., Telecontrols, P100 headlights, Notek spot, £600 overhaul 1950, black with maroon hide, whole car in faultless condition, taxed; £265.—Merton Motors, 18, Mary St., Balsall Heath, Birmingham. [2757

JOHNSON & BROWN offer: Bugatti type 43A s/c 2-seater roadster, £295; Bentley 3-litre short chassis 1925 drop head coupe, £295; Bugatti type 50 supercharged roadster, £795; Frazer Nash-B.M.W. type 326 2-litre cabriolet, 1937, £395; Lagonda 3-litre tourer, 1931, £195; F.N. B.M.W. Type 328, 2-seater, 1946 reg., £825.—Ringers Rd., Bromley, Kent. (20 minutes Victoria.) Ravensbourne 6479 and 2322. [C5049

CHILTERN CARS offer 1938 Alvis Speed 25 saloon, £295; 1936 Mille Miglia Fiat 2-seater, £250; 1938 Type 326 328 Frazer Nash-B.M.W. foursome drop head coupe, £495; 1936 Type 55 Frazer Nash-B.M.W. Reutter foursome drop head coupe, £265; 1936 Type 319 Frazer Nash-B.M.W. Reutter drop head coupe, £265; 1936 L.G.45 4½-litre Lagonda foursome drop head coupe, £365; 3-litre Lagonda 2-seater, £175; 540K Mercedes-Benz foursome cabriolet, £595; 1934 J.1 M.G. foursome salonette, £145; 1938 2½-litre Riley Kestrel saloon, £325; 1934 Riley 9 Monaco saloon, £145, etc.; terms; exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

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TANKARD & SMITH offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—Below

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1947 Standard 8 coupe, reconditioned engine, 4,000 miles, radio, one owner, good condition; £275.—Hounslow 1622. [2697

£157 10.—'39 model Standard 8 saloon, good condition.—Wood, The Cleeve, Rodbourne, Malmesbury, Wilts. Malmesbury 3200. [2770

1947 Standard 8, resprayed maroon, black wings, reconditioned engine; £325, open until 8 p.m.—Thomas Motors, 117, London Rd., Kingston 8415. [2821

1947 2-door de luxe saloon, black, excellent tyres, sliding roof, windscreen, demister, exceptional mechanical condition (one owner until 1953); £325.

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STANDARD 8 tourer, in almost new condition, licensed year, grey, blue leather; lady owner will accept nearest £350 for immediate sale.—Haven, Itchenor, Sussex. [2787

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345gns.—Standard 8, December, 1946 saloon, grey, sliding head, blue upholstery, heater, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

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G. W. WILKIN, Ltd., offer:—

1938 Standard 12 sun saloon, excellent condition throughout; £210.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4055

£175.—1939 Standard 12 saloon; also 1937 ditto, £125; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1939 Standard 12, Ekco radio; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1938 Standard 12 4 de luxe saloon, excellent condition, choice of two; £195.—G. P. (Balham), Ltd., 20, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

£325.—1939 Standard Super 12, black, brown leather upholstery, equal to post-war model, very carefully used; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031

£455!!!—1948 Standard 12 de luxe saloon, in beautiful condition throughout, very clean inside and mechanically, recently overhauled costing £95; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

165gns.—Standard Flying 12, 1937 model de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

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SCOTT CARS offer:—

1948 Standard 14 drop head coupe, perfect throughout; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1948 Standard 14 saloon, black, blue leather upholstery, excellent condition throughout; £425.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C5000

£345.—1948 Standard 14 saloon, l.h.d., export model, excellent condition throughout, a bargain, heaters, windtones, etc.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2690

1947 model Standard 14 saloon, acquired from original owner, coachwork really immaculate, excellent mechanical condition; attractive, well-kept car; sound value, 365gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2690

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1952 Vanguard, radio and heater, overdrive, 8,000 miles; £735.

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1949 Standard Vanguard, green, 26,000 miles, one owner; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

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1952 Standard Vanguard estate car, Comet blue with red leather, heater, radio, 10,000 miles only; £895.

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836—342, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1953 Standard Vanguard saloon, grey/red, 500 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

1949 Standard Vanguard saloon, green, green leather interior; £495.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. [C1021

1953 One week old Standard Vanguard Phase I, under 100 miles; also Phase II saloon.—Weybridge 600. [C4023

1949 (Oct.) Standard Vanguard, grey with red upholstery, good mechanical condition and recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

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1952 (June) Standard Vanguard saloon, grey, grey leather, overdrive, heater, 7,000 miles; £700.—Frickers of Holland Park. Park 5077. [C2016

£585!!!—1950 (October) Standard Vanguard, maroon, radio and heater, one owner.—Vandervelds, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

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PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloon, black/beige leather, heater, one owner, £589; 1950, maroon/beige leather, heater; £499; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [3068

595gns.—Standard Vanguard, 1951 saloon, black, as new upholstery, push button radio, heater, nylon plaid loose covers, one owned, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£595!!!—Late 1950 Standard Vanguard special Tickford convertible, the comfort and warmth of a full saloon which in a matter of seconds can be converted into an open car, this special Vanguard is a very scarce model of delightful appearance and in first-class order, interior is in de luxe leather and a heater is fitted.

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REALLY good secondhand Vanguard Estate required.—Cobb, 30, Harley House, London, N.W.1. [W1046

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£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

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THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454. [0975/R

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MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

WHY accept less for your Standard 8 or Vanguard saloon when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

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S & T

STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0567/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459. [0301/R

REPAIRS, parts, reconditioned, guaranteed gearboxes, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0125

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1945

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5591. [9861

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5522). [0559/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months.—Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

FOR the finest service available post your enquiries to Swain & Jones, Ltd., Distributors, Farnham, Surrey, for all Standard and Triumph spares from 1932 onwards; engines a speciality. [0195/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0544/R

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion saloon, 4-door, low mileage, radio, heater, seat covers. For further selection see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

1937 Studebaker 28 saloon, guaranteed; £155, payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [C3029

£295 !!! 1939 Studebaker 22hp de luxe saloon, very clean bodywork, excellent interior, bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground).

1949 Studebaker Champion, first registered April, 1953, 2-door saloon, overdrive, fitted with all extras, 29,000 miles; this car is one of the most economical of all American cars and does 27mpg.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/5903. [W4015/R

SUNBEAM

SUNBEAM saloon, 1954, first-class order; £100; new crown wheel and pinion.—6, Carew Rd., Wallington, Surrey. Wallington 4153. [2657

SUNBEAM 25hp close sports saloon, fast, good tyres, new battery, taxed, insured; £150 or offer.—Tel. Fulbeck 221. (Mrs.) Briggs, Welbourn Manor, Lincs. [2750

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0315/R

SUNBEAM-TALBOT

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, most carefully used; £650; choice of 2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1952, 10,000 miles and in condition virtually indistinguishable from new; £975.

CAMDEN MOTORS.—Sunbeam-Talbot 90 drop head foursome coupe, 1951, bronze, red leather, one owner, radio, heater, another very low mileage specimen in our usual immaculate condition; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1947, original silver-grey finish, extremely good all-round condition, engine serviced, decorated and tuned; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 3-litre sports saloon, 1939, luxurious and handsome looking car with most impressive performance, ideal for fast touring, good engine and tyres; £295.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 Talbot 90 saloon, grey; £850.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1939 Sunbeam-Talbot 10, good; £335; n.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1952 Sunbeam-Talbot 90 sal., 1,160 miles, blue, loose covers, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

JACK ROSE, Ltd., offer 1950 Sunbeam-Talbot 80 saloon, one owner, very clean inside and out, open to any examination; accept £675.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1939 Sunbeam-Talbot 10hp drop head coupe, gunmetal, v.g. condition, lively record, engine, many extras, car for the enthusiast; £315.—Wisson, The Avenue, Stokesley, Yorks. [?

OCTOBER 1952 Sunbeam-Talbot 90 convertible, 6,000 miles, radio, heater, one fastidious owner, this car is absolutely indistinguishable from new; £1,125.—Charles Attwood & Son, Ltd., Walsall. [2623

1939 (April) Sunbeam-Talbot 10hp sportsman's saloon, exact replica of post-war model, finished unblemished black with brown leather interior, in really superior condition throughout, fitted new Lucas passlamp, 295gns; terms, exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

1952 Sunbeam-Talbot 90 saloon, fitted radio, the points about this car are: (1) It is privately owned; (2) it is serviced regularly every week; (3) it is virtually unmarked; (4) the genuine mileage has just topped 11,000; (5) it is open to any examination, R.A.C. engineers included, and to any reasonable trial; price £950.—For appointment to inspect 'phone Hartest 218 after 7 p.m., Faber, Shimplingthorne, Shimpling, Bury St. Edmunds. [2760

Sunbeam-Talbot Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0516/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044/R

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0857/R

RICHARDS & CARR buy Sunbeam-Talbots.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5434. [W5045

£800 £850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gilmons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. [1441

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

PARADE MOTORS (MITCHAM) offer:—

TALBOT 1934 105 4-seater sports; £125, o.n.o.

PARADE MOTORS (Mitcham), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

TALBOT 75, '37, immaculate condition, mech. sound; £180 o.n.o.—Bexley Heath 5874. [2828

1938 Talbot 10 sports saloon, discs, etc., really good, £285; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£285—1938 Talbot 10hp 4-seater open sports, a very rare model with recent reconditioned engine in nice condition; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

225 gns.—Talbot 10, September, 1956, foursome drop head coupe, black, grey leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

TALBOT 110 Speed saloon, 1937, this car is absolutely original and has been maintained in its present condition by its only owner from new, this car is quite possibly the fastest 110 in Yorkshire and is offered subject to any trial or guarantee at £275; terms, exchanges.—Portland Sports Autos, Meadhead Garage, Sheffield 45212. [2851

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

JOHN BLAND for Talbot, new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 6612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

CAR MART, Ltd.

1952 Triumph Mayflower saloon, radio, heater, 7,000 miles; £595.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939—40 Triumph Dolomite 1½-litre sports saloon, original coachwork, previously owned by enthusiast, interior as new, excellent tyres, immaculate, faultless; 310gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

COACHCRAFT offer:—

£185—1939 Triumph 14hp Dolomite saloon, attractive car in excellent mechanical order.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

1951 Triumph Renown, 5,000 miles only, maroon, radio, exactly as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, very fast, attractive car; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor-edge saloon, black with beige upholstery, 25,000 miles; £645.

1953 Triumph 2-litre Renown saloon, gunmetal with grey leather heater, radio, 200 miles only; at list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SLOCOMBES, Ltd., Willesden 4869.

1948 Roadster 1800, in black with new hood; fitted radio, and heater and in fine order throughout; £545, or insured h.p. terms, part exchanges cars or motor cycles; we close at 7.50 p.m.; write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

1950 Triumph Mayflower, black/red leather, radio, heater, one owner; £535.—Odeon Motors, Ltd., Barnet 4100. [C3028

TRIUMPH

PHILIP RICKARDS, Ltd., offer:—

1952 Triumph Mayflower, grey, 5,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, W.1. Grosvenor 4772-3. [C3051

MANN EGERTON & Co., Ltd., offer:—

1952 Triumph Renown, jade green with fawn leather upholstery, many extras, including radio, heater, Rimbellishers, etc., 6,000 miles; £1,050.

14 Berkeley St., London, W.1. Regent 2073. [C2006

MEBES & MEBES, Ltd. (est. 1895), offer:—

1949 Triumph model 2000 Roadster sports coupe, black, fawn upholstery, moderate mileage, excellent throughout; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1948 Triumph Roadster, 22,000 miles; £545.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1953 (April) Triumph Mayflower saloon, 100 miles; list price.—Weybridge 600. [C4023

1938 Triumph Dolomite 14hp 4-door sports saloon, really well cared for, colour green, very genuine car; £295, or h.p.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [2809

1952 (October) Triumph Mayflower saloon, 2,000 miles; £595.—8, F. Erskine & Sons, Ltd., Woking. Woking 550. [C2051

1949 Triumph 2000 Roadster, very low mileage beautiful in every way; £675.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

ROADSTER Triumph 2000 1949 (Oct.), the smartest in town; £595; or exchange saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [2609

1949 Triumph 2000 Roadster; a bargain at £530.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1800 Triumph Roadster, sound throughout and works replacement engine fitted, many extras; £500.—Goodwin, Gatley Drive, Maghull, Liverpool. [2896

£565 !!!—1948 Triumph 1800 razor edge saloon, only one owner has maintained this vehicle spotlessly, definitely the finest example we have had.—Below.

£545 !!!—1946 1800 Roadster, magnificent condition throughout, excellent performance; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 (August) Triumph 2000 Roadster, pale green, excellent condition; £595; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1936 Triumph 10 Gloria sports saloon, smart and fast; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059/1

1951 (August) Mayflower, grey, serviced makers since new, small mileage, one lady owner, beautiful condition, taxed year; nearest £540.—Haven, Itchenor, Sussex. [2786

NAYLOR & ROOT.—1951 Triumph Mayflower saloon, black/fawn, one careful owner, attractive; £535; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

LATE 1947 Triumph Roadster, radio, heater, twin horns and spotlights, excellent condition; £535.—J. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2839

£495 !!!—Triumph 1800 Roadster, 1947, black blue leather, fitted built-in radio, recent overhaul to engine and gear box, moderate mileage; choice of two, others, one coat blue and one grey.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1948 Triumph 1800 Roadster, silver, excellent condition, only 7,000 miles since complete overhaul, including works reconditioned engine, total mileage 49,000; £440 o.n.o.; car seen Edinburgh.—Write Box 7118. [2762

1939 Triumph 16 Roadster two-tone green, host of extras, just out of store and passed A.A. examination; £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

PRIDE & CLARKE, Ltd.—1951 Triumph Mayflower saloon, maroon/buff leather, low mileage, radio, heater; £545; 1951, black red leather, low mileage, heater; £539; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

WALTER SCOTT, Ltd.—1951 (Sept.) Triumph Renown, grey/grey leather, heater, speedometer, 11,000 miles, meticulously maintained by one owner, quite indistinguishable from new, car costing £1,311; £825, taxed December.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0858/R

FRICKERS of Holland Park wish to purchase high grade Triumph saloons.—Tel. Park 5077. [W2016

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

PERFORMANCE CARS urgently require Triumphs.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Triumph Mayflower.—May. 3051. [W3043

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0597/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0145/R

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

JACK STONE & SON offer:—

1948 Morris 12 5-seater, wooden body; 1947 Ford 10 Utilecon; 1947 Bradford Jowett 5-seater; 1940 Austin 10 5-seater; wooden utility bodies built to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

CYRIL SHEPPARD offers:—

1952 Armstrong pick-up with 6 seats in cab, mileage 3,000, as new; £750.—Sheppards Hill, Reading. Sonning 2345. [2503

ROWLAND SMITH'S for Utility Cars.

525 gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Jowett Bradford, November 1951, Utility de luxe, Catalina tan, chromium-plated fittings, sliding glass side windows, one careful owner, 13,000 miles, good tyres, exceptional condition, taxed, cost £725; terms, exchanges.—Rowland Smith, below.

325 gns.—Vauxhall 14 1939 4-door 5-seater Utility, natural wood body, glass all round, rear entrance, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

165 gns.—Jeep (Ford), registered August 1946, coach-built Utility, maroon, bench seat, drop tailboard, spare wheel, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Alvis 14 utility, magnificent vehicle.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1953 Rolls-Royce 25hp, fitted new estate shooting brake, lavishly finished; offers invited around £1,050.—Frank Dale, 27, Hereford Sq., S.W.7. Fre. 3789. [C1067

ARMSTRONG SIDDELEY station pick-up, 1952, green, fitted with heater, radio and special plastic cover to rear, low mileage and in immaculate condition throughout; £695.

FRANK MOSELEY (A.S. & S.), Ltd., Stewart St., Spring Hill, Birmingham 18. Tel. Eds. 0916. [2584

UNREGISTERED Jeep, fitted most attractive new utility body, excellent condition throughout; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

ROYS offer 2 good cheap coach-built utilities: 1939 Austin 10, £185; 1937 Ford 8, £115; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1939 Austin 16 shooting brake oak and mahogany coachbuilt construction, very attractive vehicle; £345.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1949 Jowett Bradford de luxe utility, beige, exceptional condition throughout, any inspection, 5 months' guarantee; £545.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility or estate car when you get its full market value from Ferraris of Cricklewood, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

VAUXHALL 10

£285.—1938 Vauxhall 10 saloon, blue, original condition, extras.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2801

1938 Vauxhall 10 saloon, in very good condition throughout, taxed December; £225.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1938-39 Vauxhall 10 4-door saloon, black, heater fitted, bench type front seat, excellent condition throughout; £250.—Kinks Motors, 1, High St., Hounslow. Tel. 3532. [C2049

195 gns.—Vauxhall 10, 1938 saloon, black, red leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Vauxhall 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VAUXHALL 12

DICKS.

1939 Vauxhall 12 saloon, very roomy and economical, £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1939 Vauxhall 12; £295.—St. Albans 2050. [C2012

1947 Vauxhall 12, black/brown leather, 19,000 miles only; £395.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075

VAUXHALL 12

1947 Vauxhall 12 saloon, black, 22,000 miles, l.h.d., carefully maintained, new batteries and tyres, very careful owner.—Best offers to Forum Garage, Drayton Gdns., South Kensington. Tel. Kensington 4321, 9 a.m. to midnight. [2818

VAUXHALL 14

1947 J type, immaculate and very good condition, one owner, reason sale, new car; £425.—Pro. 4644. [2722

VAUXHALL 14 J, May 1948, black, brown leather, heater, exceptionally good condition; £525.—Carmo, Primrose 0141. [2811

1939 Vauxhall 14, J type, overhauled; £285.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1939 saloon, very extensively overhauled and beautifully resprayed, radio, heater, covers; £555.—Tottenham 4444 or Cuffley 2695. [2700

1946 Vauxhall 14 J type saloon, black, brown leather, radio, immaculate throughout; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

325 gns.—Vauxhall 14 1939 4-door 5-seater Utility, natural wood body, glass all round, rear entrance, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

VAUXHALL WYVERN & VELOX

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1951 Vauxhall Velox saloon, radio and heater, 19,000 miles, coachwork and interior unmarked; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

TOM GARNER, Ltd., offer

1953 Vauxhall Wyvern saloon, black with brown upholstery, 250 miles only; £935.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. BLackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1952 Series Vauxhall Velox saloon, low mileage; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

1953 (April) Vauxhall Wyvern saloon, 600 miles.—Weybridge 600. [C4023

1951 Vauxhall Velox, finished black, low mileage; choice of two.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [1037

1953 Vauxhall Velox saloon, 6,000 miles, heater, washers, etc.; £925.

1953 Vauxhall Wyvern saloon, 900 miles only; £895.—Green & Zonis, Ltd., 246/52, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

86 miles.—1953 Wyvern saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5988. [C1027

1949 Vauxhall Wyvern, black, in immaculate condition; £535.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

VAUXHALL Velox, May, 1951, one owner, excellent condition; £585.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [C4097

1951 Vauxhall Wyvern, blue and brown leather, fitted interior heater, passlamp, one owner, low mileage, in beautiful condition; £625.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1086

1952 Velox 19hp saloon, black with grey interior, genuine 3,000 miles, in superb condition throughout; £835.—Robbins, East Putney. Tel. 4581. [C3010

8000 miles.—1952 Velox saloon, square engine, heater.—British & Colonial Motors Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 Wyvern, metallic blue with brown upholstery, in first-class condition; £585.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

OCT. 1951 (1952 model) Vauxhall Velox, one owner, excellent condition; £775.—P. Inwards, Ltd., 473, Cranbrook Rd., Ilford (Barkingside). Tel. Valentine 1066. [2858

1953 Wyvern, black, heater, covers, etc., 1,000 miles only; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox, green/brown leather, heater, excellent condition; £489; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

NAYLOR & ROOT.—1949 Vauxhall Velox saloon, metallic green, brown hide, heater, low mileage, unblemished condition throughout; £545, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 model Velox saloon, exceptionally clean, well-kept car, heater, moderate mileage, sparkling performance, appearance, condition, beyond criticism; 475gns, terms, exchanges.—Home & Overseas Motors, 160 Finchley Rd., N.W.3. Hampstead 6087-8-9. [2692

545 gns.—Vauxhall Velox 1950 series saloon, metallic lichrome blue, grey leather, heater, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

KENT.—1951 series Vauxhall Wyvern saloon (registered December 1950), finished in blue with brown leather upholstery, heater, a low mileage one owner car of immaculate appearance, really outstanding example, written guarantee; £625; terms, exchanges.—H. F. Edwards 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6731L. [C2059

5700 miles only, 1952 (July) Vauxhall Velox saloon, square engine, radio, heater, screen washers, finished in dual-tone grey-green with upholstery to match, an absolutely immaculate one-owner car, thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 26, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

Vauxhall Wyvern & Velox Cars Wanted

ADVERTISER seeks brand new Vauxhall Velox from distributor; immediate delivery.—Tel. Plymouth 66025, reverse charges. [2897

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1939 Vauxhall 25 saloon, exceptional condition.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

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*The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within two years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 757.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Ble. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

C

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VAUXHALL in good condition for cash.—Tel. Valentine 2088 or 4674. [W2014

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 295. [0659/R

VELOX/Wyvern, new or nearly, wanted, reasonable price.—Chapman, 1, Brereton Drive, Worsley. [2708

£800 cash waiting for best Vauxhall or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/8/39 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details, please, to 200, Great Portland St., London, W.1. [W2003

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0065. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

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KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 5456. [0595/R

VAUXHALL guaranteed service units, delivery ex-stock all models from 1935, gear boxes, diffs., suspension units.—G. E. Neville & Son, Ltd., Mansfield. Tel. 562. [1604

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WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875.—Buy and sell pre-1914. [0201/R

1911 40/50 Silver Ghost, electric lighting, whole in perfect mechanical condition. Dray type rear body, seen Maidstone area, nearest £100.—Box 7115. [2745

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£385—Bentley 4-litre sports saloon, 1932, magnificently maintained.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

1928 4-cyl 20hp Austin Ranelagh limousine in superb order, this car was completely done up regardless of expense in 1949 and has done a very small mileage since, mechanically it is 100%, having had a crankshaft regrind, been rebored and sleeved, the coachwork has been made like new and the car has won several 1st prizes in concour d'elegance, cruises all day at 50 and does 18-20mpg, it is without doubt one of the finest specimens of a vintage car in the country, what offers?—Box 7119. [2769

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RICHARDS & CARR have choice of 4 good condition Volkswagens from £265.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagen bought and sold; service, repairs, spares.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0500/R

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [W2018

VOLKSWAGEN required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

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MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0855/R

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EUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 4/50, moonstone grey, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 112, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

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1950 6/80 saloon, black, 18,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1939 Wolseley 14 saloon, exceptional condition, also 1936 model.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

ACRES offer:—

1952 Wolseley 4/50 saloon, finished grey with leather upholstery to match, this magnificent vehicle has been beautifully kept and maintained and is indistinguishable from brand new; first £875 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

H. BEART & Co., Ltd., offer:—

1952 Wolseley 6/80 saloon, very low mileage, H.M.V. radio and virtually like brand new throughout; £895.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1001

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1952 (Feb.) Wolseley 6/80 saloon, grey, grey leather upholstery, low mileage, fitted H.M.V. radio and heater, exceptionally well maintained car in every respect; one private owner; £850.

PHOENIX MOTOR COMPANY (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C5044

H. A. SAUNDERS, Ltd., offer:—

1950 Wolseley 4/50 saloon, grey with brown upholstery, heater, recorded mileage 18,900; £615.

836 842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Wolseley 6/80 saloon, grey, 3,000 miles; part exchanges deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

TOM GARNER, Ltd., offer

1952 Wolseley 6/80 saloon, moonstone grey with brown upholstery, heater, radio, loose covers, 6,000 miles only; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WOLSELEY

1950 Wolseley 6/80 saloon, black with brown hide, 20,000 miles, one owner; £650.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1939 Wolseley 14 saloon, immaculate condition throughout, recently new engine fitted; £325.

PARAMOUNT AUTOS, 7, Westgate St., Mare St., Hackney, E.8. Amherst 2771 and 2954. [2863

1951 (August) 6/80, silver grey, 12,000 miles, as new, engineer owner; £725.—Tel. Stroud 470. [2768

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

£150—1956 Wolseley 10 de luxe saloon, very clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1936 Wolseley 14 sal., in very good condition; £140.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£585—1948 Wolseley 14, most carefully used, unmarked, low mileage.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1940 Wolseley 10 saloon, taxed, excellent, guaranteed; £250, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

£575—1949 Wolseley 4/50 saloon, one owner, immaculate.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1946 Wolseley 18 de luxe saloon, low mileage exceptional condition throughout; £435.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£455!!! 1947 Wolseley 14 de luxe saloon, beautiful bodywork with excellent interior, mechanically 100% and will pass any inspection; 3 months' guarantee, hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

695gns.—Wolseley 4/50, 1951 model saloon, metallic chrome grey, grey leather, heater, one careful owner, unworn spare, exceptional condition; terms, exchanges.—Rowland Smith, below.

245gns.—Wolseley Super Six, 1936 16hp de luxe saloon, blue, sliding head, blue leather, recent £80 overhaul excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Wolseley Series 3 Ten-Four saloon, sliding head, black, brown upholstery, good tyres, excellent condition; £425.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C205

11000 miles (November) 1950, Wolseley 4/50, black with brown hide upholstery, one owner, just as new; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1937 Wolseley 14 saloon, original owner, meticulously maintained, in extraordinary original condition; £275, terms, exchanges.—H. Rose, The Lynch Garage, Opposite side entrance G.P.O. Uxbridge. Tel. 122. [C3055

TICKFORD foursome drop head coupe on July, 1938, 25hp chassis, quite immaculate and in excellent mechanical condition, taxed December; £275, exchanges.—Charles Whisker, Ltd., Heath Garage, Dersingham, King's Lynn. Dersingham 210. [2790

1948 Wolseley 12/48 saloon, green, in spotless condition inside and out, reconditioned engine unit fitted last year, total mileage since new 37,000; £550.—Noel Bell, Putney Vale (Next to K.L.G. Works), Putney 7851. [2864

JACK ROSE, Ltd., Wolseley agents and stockists, offer 1952 Wolseley 4/50 saloon in silver grey, positively unmarked inside and out, mileage 8,000; accept £895; new 6/80 models in stock; any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

Wolseley 4/50 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

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Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434. [0722/R

Wolseley Cars Wanted

RSR ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WALTON GARAGE (STAFFORD), Ltd., will buy for cash.—Walton, Stafford. Milford 293. [0860/R

BLAKES Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

7-PASSENGER 1939/1948 private Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

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W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors Ltd., 242-248, High St., Barnet 3240. [0707/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares sales and service.—209, Balham High Rd., S.W.17. [0523

Wolseley Spares and Service

REFACED rockers, rocker bushes, shafts, valves, guides, gaskets, etc.—104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498, after 7 p.m. [2791

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R

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GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

WANTED, post-war 10/12hp saloon; £100 deposit, £10 month; no dealers.—Box 7056. [2641

1939 Rover, Riley or Wolseley required.—Taylor, Debden Mount, Debden Green, Loughton, Essex. [2890

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, 'phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R

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MODERN streamlined hearse, chassis and body excellent; £385.—D. J. Evans & Sons, Ltd., 180, Merthyr Rd., Cardiff. [2756

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H. BEART & Co., Ltd., offer:—

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1945 Morris 10cwt van, reconditioned throughout, one owner; £193.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

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FORD 5cwt, 1937, windows, reconditioned engine; £80.—Tel. Gla. 6041 after 6 p.m. [2589

1938 Morris 2-ton box van, in primer, good runner, good tyres; £95.

G. & R. GARAGE, Ltd., 33 Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1952 Austin A40 van, current model, green, low mileage, one owner; £455.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1953 Austin A70 pick-up, 4,000 miles, one owner, colour cherry red, fitted heater and radio; £550.

1952 Austin A40 pick-up, 14,000 miles, one owner, colour grey/black, fitted heater; £425.

JOHN AVERY, 228-230, Banbury Road, Oxford. Tel. 59353.

1949 Austin A40 van, blue, one owner; £350.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [M4004/1

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ONE only M.G. T.D. 2-seater, red, for delivery.

GROSVENOR GARAGE, London Rd., Newcastle, Staffs. Tel. 66207. [2664

NEW CARS FOR SALE

M.G.

JACK ROSE, Ltd., M.G. agents, can supply from stock.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [N3096

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BASIL ROY, Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7753. [0510/R

MORGAN Plus-4 Distributors.—A new 2-seater available; send s.a.e., for specification.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016/R

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G. W. WILKIN, Ltd., offer:—

MORRIS OXFORD saloon, ex stock.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

IMMEDIATE delivery new Morris Oxford saloon; exchange, H.P. terms.
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PRIDE & CLARKE, Ltd.—Immediate or early delivery of most models; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664. [0735/R

LANKESTER ENGINEERING Co., Ltd., Morris Main Agents.—Complete range of new models on view.—39-43, Eden St., Kingston. Kingston 3154. [0264/R

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

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PACKARD

SOLE Concessionaires, Leonard Williams & Co., (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5385. [0898/R

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PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

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NEW 1½-litre Riley Silver Streak saloon, immediate delivery.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [N4044

RILEY.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

CROYDON.—Main agents, Leathwood's Garages, Ltd., 205, St. James's Rd., Croydon. Tho. 1222. [0065/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

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GUY SALMON AUTOMOBILES offer:—

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KJ MOTORS, Ltd., Standard Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0220

STANDARD.—John S. Truscott, Ltd., official agents; early delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

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STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lanchester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 5151-4. [0402/R

STANDARD

METROPOLIS GARAGES, Ltd., the Standard agents, for sale, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0600

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

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SUNBEAM-TALBOT 90 saloon, latest model, now on view in our showrooms; £1,226/10/10, ex works.
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IMMEDIATE delivery of Triumph Mayflower.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [N4009

IMMEDIATE delivery Triumph Mayflower; £658/12/6 inclusive tax.
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JACK ROSE, Ltd., offer new Triumph Mayflower.—Stafford Rd., Wallington, Surrey. Wallington 6677-8 [N5056

MAYFLOWER saloon for immediate delivery; exchanges.—Prickers of Holland Park. Park 5077. [N2016

IMMEDIATE delivery new Triumph Mayflower, come blue.—Over Hall Garages, Ltd., Staines Rd., Bedfont, Middlesex. Tel. Ashford 2523. [2460A

TRIUMPH Mayflower saloon, at the new reduced price, £658/12/6, ex-works; immediate delivery from stock, part exchanges; easy payments.
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TRIUMPH.—John S. Truscott, Ltd., official agents; immediate delivery; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

YOU couldn't do better than secure your new Triumph now; Mayflower saloons available, current market value for your car, subject to inspection.
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CHARLES RICKARDS, Ltd.—New Triumph Mayflower saloons for immediate delivery, choice of colour at to-day's price of £658/12/6 including purchase tax.—56, Bayswater Rd., W.2. (Next door to Lancaster Gate Tube Station.) Pad. 1620. [N5050

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VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—
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PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 3456. [0221/R

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IMMEDIATE delivery of one new Wolseley; early delivery other models; service facilities.
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ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5401. [0012/R

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MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddeley, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately.—Call, 'phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 8000. [0173/R

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HEREFORD.—Reg. Brown, Aubrey St. Tel. 2779. Alvis distributors.

LUTON, Beds.—Dunham & Haipes, 46, Castle St. Tel. 2100. Alvis distributors.

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NEWCASTLE, Staffs.—Henry Parr & Son, Ltd., Automobile Engineers. Tel. 67521-2. Alvis distributors.

NORWICH.—Reliance Garage (Norwich), Ltd., Heigham Street. Norwich 20366. Alvis distributors.

READING, Berks.—T. Baker & Sons, 35, Friar Street. Tel. 3976. Alvis distributors.

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ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662-63. Armstrong Siddeley agents.

BEXLEYHEATH, Kent.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Armstrong Siddeley area dealers.

BIRMINGHAM, 18.—Frank Mosseley (A.S. & S.), Ltd., Steward St., Spring Hill. Edg. 0916. Distributors.

BOURNEMOUTH, Hants.—Henlys, Ltd., The Square. Tel 6314. Armstrong Siddeley distributors.

LONDON, W.1.—Pass & Joyce, Ltd., 184-188, Great Portland St. Museum 1001. Distributors London and district.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Bri. 4011. Armstrong Siddeley agents.

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ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Amstrong Siddeley stockist dealers.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4345. Armstrong Siddeley main dealers.

STANMORE, Middx.—Stanmore Motor Co., Stanmore Hill, Grimsdyke 1699. Armstrong Siddeley dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Armstrong Siddeley retail dealers.

WALTHAM Cross.—Arlington Motor Co., Ltd., High Rd. Tel. 2760. Armstrong Siddeley dealers.

ASTON MARTIN

CATERHAM, Surrey.—Anthony Crook Motors, Ltd., Town End. Caterham 2232. Aston Martin main dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

STAINES, Middx.—Davies Motors, Ltd., 273, London Rd. Staines 4211-5. Aston Martin main dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55152/3. Aston Martin area dealers.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Aberdeen 29155 (4 lines). Austin main dealers.

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ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662-63. Austin agents.

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ASHFORD, Middx.—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084/5908. Austin retail dealers.

BARRY, Glam.—Coppins Motors, Ltd., Adastral Garage, Brook St. Tel. 1069 & 765. Retail dealers.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington. Erd. 2226-7. Retail dealers.

AUSTIN—*Continued*

BISLEY, Surrey.—Fox Garage, Guildford Rd. Brookwood 2272-3. Austin retail dealers.

BLANDFORD, Dorset.—Flander's Garage, Whitecliff Mill St. Blandford 57. Austin main dealers.

BLETCHLEY.—E. Vaughan, Aylesbury St. Bletchley 166. Austin dealers.

BRIGHTON.—Vine & Lee, Ltd., 19-22, Station Rd., Portslade. Hove 48661-2. Austin retail dealers.

BURNHAM, Bucks.—W. J. Sands & Sons, Ltd., High St. Burnham 84. Austin main agents.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. 4215. Austin distributors.

CARLISLE.—Dias & Co., Ltd., 53, Lowther St. Tel. 1520. Austin distributors.

CHELMSFORD, Essex.—Pollards Garages, Ltd., Broomfield Rd. Chelmsford 55436-7. Austin main agents.

CLEVEDON, Somerset.—Binding & Payne, Ltd., Central Garage. Tel. 2201. Austin main dealers.

CRIEFF, Perthshire.—Barrington's Motor Garage, Commissioner St. Tel. 116. Austin main agents.

CROYDON.—Milne & Russell, Ltd., 1, Brighton Rd. Croydon 3656-7-8. Austin main dealers.

DARLINGTON.—Motor Delivery Co., Ltd., Grange Rd. Tel. 3575. Austin main dealers.

DENHAM, Bucks.—Denham Service Station, Ltd. Denham 2266. Austin dealers.

DERBY.—Dodsley Motors, Ltd., Curzon St. and Stafford St. Tel. 2886. Austin retail dealers.

DORKING, Surrey.—F. W. Mays & Co., Ltd., South St. Dorking 2244-5. Austin retail dealers.

DUMFRIES.—A. C. Penman, Ltd., Irish St. Dumfries 1957/8. Austin main dealers

EASTBOURNE.—Parkinson Pogson & Co., Ltd., 19, Cornfield Rd. Tel. 1924. Austin main dealers.

EAST CROYDON.—L. F. Dove, Ltd., 111-115, Addiscombe Rd. Add. 3066. Austin main dealers.

EDINBURGH, 3.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. 26587. Austin retail dealers.

ELY, Cambs.—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Austin main dealers.

ENFIELD, Middx.—D. J. Shepherd & Co. (Enfield), Ltd., 434-436, Hertford Rd. How. 1631/3923. Dealers.

EXETER, Devon.—P. Pike & Co., Ltd., Alphington St. Tel. 3031 (4 lines). Austin distributors.

FAKENHAM.—Massey & Bridges, Bridge St. Tel. 2537-8. Austin main dealers.

FALKIRK.—Thos. Laurie & Co., Ltd., West End, Falkirk 842. Austin area dealers.

FAREHAM, Hants.—E. J. Hinxman & Son, Ltd., 36-38, West St. Tel. 2279. Austin main dealers.

FARNHAM.—Swain & Jones, Ltd., East St. Farnham 6201-4. Austin distributors.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (¼ mile north of Tally Ho). Hil. 1044. Retain dealers.

GAMLINGAY, Cambs.—Alec Norman, 70, Church St. Tel. 226 and 248. Austin dealers.

GRAVESEND, Kent.—Spooner Motors, Ltd., The Grove. Tel. 5236. Austin agents.

HARROW, Middx.—Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Harrow 1707. Retail dealers.

HAYWARDS HEATH, Sussex.—H. E. Griffin, Commercial Square. Tel. 395. Austin dealers.

HEMEL HEMPSTEAD.—Snoxalls Garage, Ltd., London Rd., Boxmoor. Boxmoor 155. Austin main dealers.

HENLEY-ON-THAMES, Oxon.—Rolfe's Garage, Station Rd. Henley 136. Austin main dealers.

HERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Tel. 2561. Main agents.

HERNE HILL, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087-8-9. Austin retail dealers.

HILLINGDON, Middx.—Hillingdon Motors, Ltd., 325-327, Long Lane. Tel. Uxbridge 412. Austin agents.

HOLLAND-ON-SEA, Essex.—Holland-on-Sea Motors, Ltd., Main Rd. Tel. 2205. Austin retail dealers.

HUCKNALL, Notts.—G. B. Munks, Motor Engineer, Watnall Rd. Tel. 222. Austin retail dealers.

KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Kin. 3151 (4 lines). Austin main agents.

LAUNCESTON, Cornwall.—Prouts Garage, Ltd., Exeter St. and Okehampton Rd. Launceston 11. Main dealers.

LEAMINGTON SPA.—Leamington Automobile Co., Ltd., 2, The Parade. Tel. 867 and 868. Austin main dealers.

LEICESTER.—Palmer & Ward, Ltd., Roundhill Garage, Stoughton Drive North. Tel. 36362. Austin retail dealers.

LEIGH-ON-SEA, Essex.—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Leigh 78120. Austin stockist dealers.

LEYBURN (Yorks).—Metcalfes of Leyburn, 11, Market Place. Tel. 2142. Austin retail dealers.

LONDON, W.1.—Pass & Joyce, Ltd., 184-188, Great Portland St. Museum 1001. Austin retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland Street. Gerrard 9010. Austin retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

AUSTIN—*Continued*

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LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506-7. Austin agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Gro. 2563/4956. Retail dealers.

LONDON, W.1.—Godfreys, Ltd., 208, Gt. Portland St. Euston 4632-4. Austin retail dealers.

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St. Gerrard 8600. Austin retail dealers.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St. Welbeck 6899. Austin main agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Austin agents.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075-6. Stocking agents.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Austin retail dealers.

LONDON, W.2.—J. Davy, 180/182, High St., Kensington. Western 9641. Austin agents.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-6, High Rd., Chiswick. Chis. 0558/2619. Austin agents.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riv. 3665. Austin agents.

LONDON, W.6.—Rogers Garage, Wellesley Ave., Paddenswick Rd. Riv. 2644-5. Austin retail dealers.

LONDON, W.6.—West London Motors, 205 & 209, Fulham Palace Rd. Fulham 0066. Retail dealers.

LONDON, W.12.—Seven Stars Garage, 264, Goldhawk Rd., Shepherd's Bush. She. 4448. Austin dealers.

LONDON, W.14.—Drayson Motors, Ltd., 1a, Hammersmith Rd. Fulham 3425-6. Austin main agents.

LONDON, W.14.—Smith & Hunter, Ltd., 376, Kensington High St. Western 2312 & 6417. Morris agents.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338. Austin dealers.

LONDON, N.W.1.—Reys Motors, Ltd., 73-75, Albany St. Euston 6994 & 6928. Austin retail dealers.

LONDON, N.W.1.—H. A. Saunders, Ltd., 326-330, Euston Rd. Euston 4511. Austin retail dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Gladstone 2480. Austin retail dealers.

LONDON, N.W.3.—Blue Star Garages, 617, Finchley Rd. Hampstead 2254. Austin retail dealers.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon 1286. Austin dealers, spares personal service.

LONDON, N.W.6.—Turner & Savage, Ltd., 140, Willesden Lane, Kilburn. Maida Vale 4881. Austin dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256. Austin agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Gar., East End Rd. Finchley 6236-7-8. Retail dealers.

LONDON, N.3.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley 0113-6. Austin retail dealers.

LONDON, N.6.—R. Martin, 2, Highgate High St., Highgate. Mou. 3413-4. Austin retail dealers.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Mountview 2255. Austin main agents.

LONDON, N.12.—H. A. Saunders, Ltd., Austin House, High Rd. Hillside 0024. Distributors, Beds, Bucks, Herts.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Pal. 5576-7. Retail dealers.

LONDON, N.16.—Hunter Motors, Ltd., 87, Stoke Newington Rd. Clissold 0031 (3 lines). Austin agents.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Grangewood 2933. Austin dealers.

LONDON, E.7.—Youngs of Forest Gate, Ltd., 607, Romford Rd. Forest Gate. Gra. 0027-8-9. Agents.

LONDON, E.11.—Lovetts, Ltd., Bushwood Corner, Leytonstone. Wanstead 2433. Austin stocking dealers.

LONDON, S.E.5.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd. Rodney 2201. Austin distributors.

LONDON, S.E.13.—Burke's Motors, 295-7, Lewisham High St. Lee Green 1051-2. Austin stockists.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083-4. Austin dealers.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Forest Hill 2432. Retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale, Forest Hill. Forest Hill 1838. Austin retail dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tul. 6464/8182. Retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Fro. 0063/0929. Austin dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923, Fulham Rd. Renown 2281. Austin dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd. Ren. 4494. Austin main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—*Continued*

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Sth. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., Sth. Kensington. Ken. 2477-8. Austin agents.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87, Cromwell Rd. Frobisher 8161 (10 lines). Austin agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Bri. 4011. Austin Agents.

LONDON, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Austin retail dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd., 39, Nightingale Lane. Batt. 4051/2. Austin retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 4581 (3 lines). Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Kingston 8333. Austin retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Austin retail dealers.

LONDON, S.W.16.—Astoria Garage (Streatham), Ltd., Gracefield Gdns., Streatham. Tel. 3341/2. Austin retail dealers.

LONDON, S.W.17.—Burt's Garage, 60-60a, Trinity Rd. Balham 2333. Austin agents.

LONDON, S.W.17.—Shaw Motors, Ltd., 666-678, Garratt Lane. Wimbledon 3031-2-3. Austin retail dealers.

LONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill. Battersea 5272. Austin retail dealers.

MAIDSTONE, Kent.—Anstey's, Ltd., Stone St. Tel. 4272 (3 lines). Austin main dealers.

MONTROSE.—Watsons Garage (Montrose), Ltd., Lower Balmain St. Montrose 270. Austin retail dealers.

NEWBURY, Berks.—Martin & Chillingworth, Ltd. Newbury 678-679. Austin dealers.

ORPINGTON, Kent.—Burton & Deakin, Ltd., Station Hill. Tel. 507 (3 lines). Austin agents.

OTLEY, Yorks.—King Bros. (Otley), Ltd., Cross Green. Otley 2048. Austin main dealers.

PEEBLES.—Ramsay (Peebles), Ltd., Austin House. Tel. 386. 'Grams: Morcars. Austin main dealers.

PETERBOROUGH.—Marshall, Austin House. Tel. 4641/2/3. Austin distributors.

PEWSEY, Wilts.—Lampards Garages, Ltd. Pewsey 2112. Austin dealers.

PONTYPRIDD.—Hamphreys Garage (Pontypridd), Ltd., Mill St. Tel. 2237. Austin retail dealers.

POTTERS BAR.—W. Burgoyne & Sons, Ltd., 43, High St. Potters Bar 2061. Retail dealers.

PRESTON.—Dunderdale & Yates, Ltd., Austin House, Fishergate. Tel. 3076/3077. Austin main dealers.

RADLETT, Herts.—H. A. Saunders, Ltd., Austin House, Watling St. Radlett 5681-6. Austin main dealers.

REDHILL, Surrey.—John Chalmers & Sons, Ltd., Station Approach. Redhill 3931-4. Austin main dealers.

ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Austin stockist dealers.

ROYSTON, Herts.—Logsdon's Garage, Ltd., Melbourn St. Royston 2281-2. Austin dealers.

SCARBOROUGH, Yorks.—Tesseymans of Scarborough, Ltd., Vernon Rd. Tel. 804. Austin distributors.

SHEFFIELD.—Bootless Bros., Abbeydale Rd. South, Dore. Tel. 70081. Austin main agents.

SKIPTON, Yorks.—Nicholas Smith's Garages, Ltd., Gargrave Rd., Stirton. Tel. 634-5. Austin retail dealers.

SLOUGH, Bucks.—W. J. Sands & Sons, Ltd., 10a, William St. Slough 22798. Austin main agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138-9. Austin retail dealers.

SPILSBY, Lincs.—Leslie S. Dodds (1936), Ltd. Spilsby 3145-6. Austin main dealers.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Austin main dealers.

STOURBRIDGE, Glos.—The Stour Valley Motor Co., Ltd., Hagley Rd. Tel. 5131 (4 lines). Main dealers.

SUNDERLAND.—Norman Howey, Harbour View Garage, Roker. Sunderland 4001-2. Austin retail dealers.

SUNDERLAND.—R. & J. Smith, Pallion Rd. Garage. Tel. 3303. Austin retail dealers.

SURBITON, Surrey.—Welham's Renault Sales & Service, 5-7, Surbiton Hill Rd. Elmbridge 1873. Austin agents.

SWINDON, Wilts.—Steels (Swindon), Ltd., Drove Rd. Swindon 4035/6. Austin main dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Austin retail dealers.

TOLWORTH, Surrey.—Blue Star Garages, The Broadway. Elmbridge 4290. Austin retail dealers.

TUNBRIDGE WELLS, Kent.—Wards Service Garage, Ltd., 319/325, St. John's Rd. Southborough 1000 (3 lines). Agents.

UXBRIDGE.—Locomotors, Ltd., Proctors Motors, 122, High St. Uxbridge 428. Austin retail dealers.

AUSTIN—*Continued*

WEMBLEY, Middlesex.—Montrose Motors, Ltd. Wembley 2636/4445. Austin dealers.

WOKING, Surrey.—Inkerman Motor Co., Hermitage Rd., St. Johns. Brookwood 2324. Austin dealers.

BENTLEY

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 7687. Official retailers.

LONDON, W.1.—Jack Barclay, Ltd. Showrooms: Berkeley Sq. Mayfair 7444. Bentley largest official retailers.

LONDON, S.W.6.—H. A. Fox & Co., Ltd., Service Works, 212, New King's Rd., Fulham. Renown 3866. Official retailers.

LONDON, S.W.19.—Jack Barclay, Ltd., Service Works, Lombard Rd., Merton. Liberty 7222. Bentley largest official retailers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Bentley specialists.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Bentley special retailers for Hertfordshire.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Special retailers.

BOND MINICAR

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25280. Bond Minicar distributors.

BRISTOL

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25280. Bristol distributors.

CATERHAM, Surrey.—Anthony Crook Motors, Ltd., Town End. Caterham 2232. Bristol distributors.

EDINBURGH, 3.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. 26387. Bristol main agents.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Douglas 7598/9. Bristol distributors for Scotland.

LEEDS, 1.—H. R. Martindale, Ltd., 14, Harrison St., Briggate. Leeds 20114/5. Bristol distributors.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gro. 2563/4936. Retail dealers.

LONDON.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. Retail distributors for the British Isles.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St., Piccadilly. Regent 7121. Distributors.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St., Piccadilly. Regent 7121. Distributors.

CHEVROLET

ABERDEEN.—James G. Mutch (Motors), Ltd., 366, King St. Tel. 24211. Chevrolet main agents.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Tem. 3588. Distributors.

CITROEN

AMERSHAM, Bucks.—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514, also Chesham 64. Distributors.

BATH, Somerset.—Widcombe Garages, Ltd., Pulteney Rd. Tel. 4863. Citroen distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Rd. Chester 24818. Citroen distributors.

COLNE, Lancs.—D. Kitchen, Ltd., Atlas Garage, Colne 404-5. Citroen distributors.

COVENTRY.—Kendall & Sons (Coventry), Ltd., Whitefriars St. Tel. 5603. Citroen retail dealers.

INVERNESS.—J. Ferries & Co., Ltd., 84-86, Eastgate. Tel. 70-71. Citroen ditsributors.

IPSWICH.—McNamara Motors, Ltd., St. Helen's Street. Tel. 3775-6 and 3366. Citroen distributors.

LEEDS, 7.—Brown & White (Leeds), Ltd., 98, Roundhay Rd. Tel. 45405. Citroen distributors.

LONDON, N.11.—Bowes Road Garage & Eng. Co., Ltd., 188, Bowes Rd. Bowes Park 2284/5. Distributors.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Bayswater 4274. Citroen retail dealers.

LONDON, W.14.—Blue Star Garages, 364, Kensington High St. Western 9851. Citroen retail dealers.

LONDON, S.W.3.—Shrimptons Motors, Ltd., 242-244, Brompton Rd. Kensington 9464. Citroen distributors.

LONDON, N.W.1.—Blue Star Garages, Park Rd. Paddington 4118. Citroen retail dealers.

NORWICH.—John L. Painter, The Garage, Aylsham Rd. Norwich 20054. Citroen distributors.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Citroen distributors.

DAIMLER

BERWICK-UPON-TWEED.—Blackburn & Price, Ltd., Silver St. Tel. 456 (3 lines). Daimler area dealers.

CARDIFF.—Morsmith Motors, Ltd., 41/47, Frederick St. Tel. 30791-3. Daimler distributors.

CARLISLE.—Stanwix Garages, Ltd., Scotland Rd. Carlisle 56. Daimler distributors.

LONDON, W.1.—Stratstone, Ltd., 40, Berkeley St. Mayfair 4404. Daimler distributors.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Daimler retail dealers.

DAIMLER—*Continued*

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795-6. Daimler distributors.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Rus. 2874-5. Daimler retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Daimler main dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138/9. Daimler retail dealers.

ST. ALBANS, Herts.—Marlboro' Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590/1. Distributors.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Daimler retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage) Ltd., 12, London Rd. Tel. 1425. Distributors.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2368. Daimler area dealers.

DELLOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New Cross 2456. Main agents.

DODGE

LONDON, S.W.12.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. Tel. 2234. Dodge distributors.

FORD

AIRDRIE.—Jas. A. Laidlaw (Airdrie), Ltd., South Biggar Rd. Tel. 2484-5. Ford main dealers.

ALPERTON, Middx.—Dagenham Motors, Ltd., 374, Ealing Rd. Perivale 3388. Ford main dealers.

ALTRINCHAM.—H. & J. Quick, Ltd., Hale Road Bridge, Hale Rd. Altrincham 2275. Ford main dealers.

AMERSHAM, Bucks.—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514, also Chesham 64. Agents.

AYR.—Dalblair Motors, Ltd., 44, Dalblair Rd. Tel. 4668-9. Ford main dealers.

BARNSLEY.—Reynolds Brothers (Barnsley), Ltd., Peel St. Tel. 4054-5. Ford main dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Midland 5861. Ford main dealers.

BIRMINGHAM, 13.—Meteor Garage (Moseley), Ltd., St. Mary's Row, Moseley. South 1271. Main dealers.

BOGNOR REGIS.—W. Jones & Sons, Lennox St. Bognor Regis 2166. Ford main agents.

BOURNEMOUTH.—Hendry Bros., Ltd., Palmerston Rd., Boscombe. Boscombe 34262 (3 lines). Ford main dealers.

BRECON.—Harold Elston & Sons, Ltd., The Modern Garage, Brecon 349-350 & 199. Main dealers.

BRENTWOOD.—J. P. Hensman, Ltd., Brook St. Brentwood 1540. Ford main dealers.

BROMLEY, Kent.—Soans & Dunn, Ltd., Masons Hill. Rav. 4664. Ford main dealers.

BURY.—H. & J. Quick, Ltd., 270, The Rock. Bury 1304. Ford main dealers.

CARLISLE, Cumb.—County Garage Co., Ltd., Lowther St. Tel. 24254-5-6. Ford main dealers.

CARMARTHEN.—Eddie Stephens Motors, 22-23, Water St. Tel. 235. Ford retail dealers.

CHEADLE, Ches.—H. & J. Quick, Ltd., Wilmslow Rd. Gatley 4282. Ford main dealers.

CHESHAM, Bucks.—C. Catling, 20, High St. Tel. 136. Ford retail dealers.

CONSETT, Co. Durham.—Atkinson & Browell, Ltd., Plaza Buildings. Tel. 137. Ford main dealers.

CORNWALL.—Truro Garages, Ltd., Lemon Quay. Tel. 2353-4 & 2889. Ford main dealers.

COVENTRY.—Kendall & Sons (Coventry), Ltd., Whitefriars St. Tel. 5603. Ford retail dealers.

DAGENHAM, Essex.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd. Rainham (Essex) 770. Dealers.

DERBY.—Dodsley Motors, Ltd., Curzon St. & Stafford St. Tel. 2886. Ford retail dealers.

DORKING, Surrey.—F. W. Mays & Co., Ltd., South St. Dorking 2244-5. Ford retail dealers.

DOVERCOURT, Essex.—Smith's Motors, Harwich 700. Ford agents.

DUMFRIES.—Macknight (Motors), Ltd., York Place. Dumfries 2000. Ford main dealers.

DUNS, Berwickshire.—John McBain & Son, Ltd., Chirnside, Chirnside 351. Ford retail dealers.

ENFIELD, Middx.—Chaseside Motor Co., Ltd., 620, Gt. Cambridge Rd. Enfield 5496. Main dealers.

EPSOM, Surrey.—The Farm Garage, Ltd., 28, Church St. Tel. 1456-7. Ford main dealers.

FALKIRK, Stirlingshire.—John M. Millar, Ltd., Callendar Rd. Tel. 717 (4 lines). Ford main dealers.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (¼ miles nth. of Tally Ho). Hil. 1044. Retail dealers.

FOLKESTONE, Kent.—F. H. Peacock, Ltd., 104, Foord Rd. Tel. 51222. Ford main dealers.

GLASGOW, C.2.—George & Jobling, 140-160, Bothwell St. Central 6251-2-3. Ford main dealers.

HARROW, Middx.—Central Motors (Harrow), Ltd., 105, 108, Pinner Rd. Harrow 1707. Retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

FORD—*Continued*

HAYWARDS HEATH, Sussex.—Dinnage's Garages, Ltd., Wivelsfield Rd. Tel. 1466. Ford retail dealers.

HEMSWORTH, Yorks.—J. J. Tait, Ltd. Hemsworth 6. Ford main dealers.

HULL, Yorks.—Harbour Motors, Ltd., 172, Anlaby Rd. Tel. 15500. Ford main dealers.

HYDE, Cheshire.—John Ruscoe & Co., Ltd. Tel. 75 & 47. Ford retail dealers.

JERSEY, C.I.—La Motte Garages, Ltd., 33-35, La Motte St., St. Helier. Central 408 & 3076. Main dealers.

KING'S LYNN, Norfolk.—William H. King (King's Lynn), Ltd., Southgates. Tel. 3444-5. Main dealers.

LEEDS.—D. N. Brook, Aberford Rd., Woodlesford. Rothwell 2266. Ford retail dealers.

LEIGH-ON-SEA, Essex.—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Leigh 78120. Ford stockist dealers.

LETCHWORTH, Herts.—Bennetts Motor Works, Ltd., Station Rd. Tel. 722. Ford main dealers.

LINLITHGOW.—Donaldson's Garage, 33-37, High St. Tel. 78. Ford retail dealers.

LIVERPOOL, 1.—The "Bee" Motor Showrooms, 2-6, Upper Newington, Renshaw St. Royal 6375. Ford retail dealers.

LLANELLY.—George Rees & Sons, Ltd., The Garage, Cross Hands. Cross Hands 361. Main dealers.

LONDON, W.1.—Pass & Joyce, Ltd., 184-188, Great Portland St. Museum 1001. Ford retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland Street. Gerrard 9010. Ford retail dealers.

LONDON, W.1.—Dagenham Motors, Ltd., 8, Balderton St. Regent 4070. Ford main dealers.

LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane. Regent 4866. Ford main dealers.

LONDON, W.1. Godfreys, Ltd., 208, Gt. Portland St. Euston 4632-4. Ford retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506-7. Ford agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2563/4936. Retail dealers.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Ford retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075-6. Stocking agents.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0085. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Acorn 3224-5. Ford retail dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492-6, High Rd., Chiswick. Chi. 0558/2619. Ford agents.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Limited, 405, King St., Hammersmith. Riv. 3665. Ford agents.

LONDON, W.6.—West London Motors, 205 & 209, Fulham Palace Rd. Fulham 0066. Retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Bayswater 4274. Ford retail dealers.

LONDON, W.12.—W. V. Radford, Ltd., Victoria Works, Percy Rd., Shepherds Bush. She. 3372. Main dealers.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338. Ford dealers.

LONDON, N.W.1.—Reys Motors, Ltd., 73/75, Albany St. Euston 6994/6928. Ford retail dealers.

LONDON, N.W.2.—Bradbury of Cricklewood, Ltd., Edgware Rd. Glad. 1194-5-6. Ford main dealers.

LONDON, N.W.3.—Blue Star Garages, 35, High St. Hampstead 8081. Ford retail dealers.

LONDON, N.W.7.—Blue Star Garages, Watford Way. Mill Hill 2277. Ford retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256. Ford agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Gar., East End Rd., Finchley 6236-7-8. Retail dealers.

LONDON, N.6.—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate Village. Mountview 4444. Ford dealer stockists.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Mountview 2255. Ford main agents.

LONDON, N.12.—W. Harold Perry, Ltd., Invicta Works, Nth. Finchley, Hillside 4444. Ford main dealers.

LONDON, E.6.—W. J. Reynolds (Motors), Ltd., 66, High St., North, East Ham. Grangewood 1136. Dealers.

LONDON, S.E.6.—Dagenham Motors, Ltd., 8 & 12, Sangley Rd., Catford. Hither Green 4821. Main dealers.

LONDON, S.E.13.—Fry's Motor Works, Ltd., 58-64, Lee High Rd., Lewisham. Lee Green 3434-6. Main dealers.

LONDON, S.E.13.—Burke's Motors, 295-7, Lewisham High St., Lee Green 1051-2. Ford stockists.

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New Cross 2456.

FORD—*Continued*

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Forest Hill 2432. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., 12, William St., Lowndes Square. Sloane 1353. Main dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tul. 6464/8182. Retail dealers.

LONDON, S.W.4.—South Side Motors, Ltd., 53, Clapham Common, South Side. Macaulay 5495. Main agents.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Fro. 0063/0929. Ford dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 512, Earls Court Rd. Freemantle 8401. Retail dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923, Fulham Rd. Renown 2281. Ford dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., 8th. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Mac. 3363. Retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Bri. 4011. Ford agents.

LONDON, S.W.11.—Red Rica Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Ford retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Ford retail dealers.

LONDON, S.W.17.—Shaw Motors, Ltd., 666-678, Garratt Lane. Wimbledon 3051-2-3. Ford retail dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219, Balham High Rd. Balham 4401. Ford main dealers.

LOUGHBOROUGH.—Gillotts Garage, Ltd., Derby Rd. Tel. 2525. Ford main dealers.

LUTON, Beds.—The Luton Motor Co., Ltd., 526-340, Dunstable Rd. Luton 3713. Ford main dealers.

MAIDSTONE, Kent.—Haynes Bros., Ltd., Ashford Rd., Tel. 2239. Ford main dealers.

MALDON, Essex.—Doe Bros. (Motors), Ltd., 1, Spital Rd. Tel. 555/6. Ford main dealers.

MANCHESTER, 3.—H. & J. Quick, Ltd., 221, Deansgate, Bla. 2468. Ford main dealers.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795/6. Ford retail dealers.

MANCHESTER, 7.—H. E. Nunn & Co., Ltd., 282, Bury New Rd, Broughton 2201. Main dealers.

MANCHESTER, 16.—H. & J. Quick, Ltd., Chester Rd., Old Trafford. Trafford Park 2201. Ford main dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd. Nottingham Rd. Tel. 2401-2. Ford stocking dealers.

NEWCASTLE-UPON-TYNE, 1.—R. H. Patterson & Co., Ltd., Forth St. Tel. 23563. Main dealers.

NEWTON ABBOT, Devon.—Mid-Devon Garage, Ltd., 38, Wolborough St. Tel. 1702/3. Ford main dealers.

NORWICH, Norfolk.—Bussey & Sabberton Bros., Ltd., Palace St. Tel. 24144. Ford main dealers.

NOTTINGHAM.—Carter Gate Motor Co., 201-211, Lower Parliament St. Tel. 43524. Ford main dealers.

PINNER, MIDDX.—Blue Star Garages, Alexandra Ave., Rayners Lane. Pinner 3854. Ford retail dealers.

PONTEFRACT.—South Yorkshire Motors, Ltd., Corn Market. Pontefract 424-5. Ford main dealers.

PONTYPRIDD.—R. J. Brown, Ltd., Broadway. Tel. 2219. Ford main dealers.

POTTERS BAR, Middx.—Blue Star Garages, High St. Potters Bar 3205. Ford retail dealers.

READING, Berks.—Gowrings, Ltd., 6 & 8, London Rd. Tel. 2073. Ford main dealers.

READING.—Cyril Sheppard, The Car Specialist, Sheppard's Hill, Sonning 2345/6. Ford retail dealer.

REDHILL, Surrey.—John Chalmers & Sons, Ltd., High St. Redhill 3931-4. Ford main dealers.

RUISLIP, Middx.—Ruislip Garages, 128-130, High St. (only address). Tel. 2500. Ford retail dealers.

SAFFRON WALDEN, Essex.—Cleales, Limited., 10, King St. Tel. 5203/4/5. Ford main dealers.

SIDCUP.—Clifford & Co. (Sidcup), Ltd., Main Rd. Foots Cray 3044 (3 lines). Retail dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk, Pound Tree Rd. Tel. 3112. Ford main dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

SURBITON, Surrey.—G. & R. Garage, Ltd., 1-5, St. Mary's Rd. Elmbridge 6755. Ford retail dealers.

SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 65, South Parade. Tel. 4473-4-5. Ford main dealers.

SUTTON, Surrey.—B. Pratt, Ltd., 268, High St. Vigilant 3468. Ford main dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Tel. Whitstable 2244. Ford dealers.

WAKEFIELD.—South Yorkshire Motors, Ltd., Barnsley Rd. Tel. 3484-5. Ford main dealers.

FORD—*Continued*

WATFORD, Herts.—Norman Reeves (Motors), Ltd., 182, High St. Watford 227 (3 lines). Ford main dealers.

WELLING, Kent.—Blue Star Garages, Park View Rd. Bexley Heath 5678. Ford retail dealers.

WEMBLEY, Middx.—Blue Star Garages, Watford Rd. Arnold 7740. Ford retail dealers.

WEMBLEY, Middlesex.—Montrose Motors, Ltd. Wembley 2636/4443. Ford dealers.

WIGAN.—H. Williams & Co., Ltd., Wallgate. Wigan 3293. Ford main dealers.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St. Tel. 4797. Ford main dealers.

WOODFORD, E.18.—Frank G. Gates, Ltd., Gates Corner. Wanstead 2253 (5 lines). Ford main dealers.

FRAZER NASH

LONDON.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth. Tel. Hounslow 0011. Manufacturers of Frazer Nash cars.

HEALEY

CATERHAM, Surrey.—Anthony Crook Motors, Ltd., Town End. Caterham 2232. Healey agents.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tul.6464-8182. Retail dealers.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795/6. Healey distributors.

HILLMAN

AMERSHAM, Bucks.—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514; also Chesham 64. Agents.

BARNET.—Hadley Green Garages, Ltd., 202-204, High St. Tel. 0332/0910. Hillman dealers.

BIRKENHEAD.—Mount Motor Co., Claughton Firs. Birkenhead 871-2.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley, South 0338/9. Hillman 100% agents.

BISHOP'S STORTFORD, Herts.—J. R. Bradford, The Garage, Dunman Rd., and 73, South St. Tel. 555. Retail dealers.

BISLEY, Surrey.—Fox Garage, Guildford Rd. Brookwood 2272/3. Hillman retail dealers.

BLANDFORD, Dorset.—Arthur Conyers, Ltd. Blandford 7. Hillman area dealers.

BOURNEMOUTH.—George Hartwell, Ltd., Holdenhurst Rd. Tel. 4161. Hillman distributors.

BRENTFORD, Middx.—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Ealing 3400 (7 lines). Official retailers.

BRIGHTON, Sussex.—Seymour's Garage, 193, Preston Rd. Tel. 52530. Hillman retail dealers.

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25230. Hillman retail dealers.

BURTON-UPON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon St. Garage. Tel. 2838. Main dealers.

CARLISLE.—Harrisons (Motor Engineers), Ltd., Warwick Rd. Tel. 25177. Hillman distributors.

CHELTENHAM, Glos.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. 5895. Hillman distributors.

CROYDON, Surrey.—Smith Auto Co., 145, London Rd. Croydon 4600 and 4632. Hillman main dealers.

CROYDON, Surrey.—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd. Addiscombe 6051-2-3-4. Hillman main dealers.

DERBY.—E. H. Pickford & Co., Ltd., 39, Duffield Rd. Tel. 47007. Hillman distributors.

DOLGELLEY, Merioneth.—Torrent Motor Co., Arran Rd. Tel. 27. Hillman main dealers.

DUNSTABLE, Beds.—Dunstable Motor Co., Ltd., London Rd. Tel. 908/9. Hillman main dealers.

EAST GRINSTEAD, Sussex.—Southern Service Station (Automobiles), Ltd., North End. Tel. 255. Retail dealers.

EDINBURGH, 3.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. 26387. Hillman retail dealers.

ELY, Cambs.—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Hillman main dealers.

GLASGOW, N.W.—Munro Motors (Glasgow), Ltd., Kirklee Bridge Garage, 245, Garrioch Rd. Maryhill 2271/2. Dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Gloucester 24081 (3 lines). Hillman distributors.

GRANGE-OVER-SANDS.—C. Wilson & Sons, Lindale Motor Works. Tel. 46. Main dealers.

HAYWARDS HEATH, Sussex.—Dinnage's Garages, Ltd., Wivelsfield Rd. Tel. 1466. Hillman dealers.

HIGH WYCOMBE, Bucks.—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

ILFORD, Essex.—Ray Powell, Ltd., Eastern Ave. (1 minute Gants Hill Stn.). Val. 3468. Main dealers.

ISLEWORTH, Middx.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552/4 & 2151. Main dealers.

KINGSWOOD, Surrey.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach. Burgh Heath 4855. Agents.

LEICESTER.—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. 22945-7. Hillman main dealers.

LICHFIELD, Staffs.—Hollinshead & Sons Garage, Beacon St. Tel. 3293. Hillman retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HILLMAN—*Continued*

LONDON, W.3.—Metropolitan Motors (Prop. Acton Motors, Ltd.), 192-6, Horn Lane, Acton. Acorn 5064-6. Dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riv. 3665. Hillman agents.

LONDON, N.W.1.—Blue Star Garages, Camden Rd. Gulliver 5028. Hillman retail dealers.

LONDON, N.1.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. Terminus 1001. Hillman dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Silvertown 1820/1 & 4495. Main dealers.

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane, Hackney. Amherst 6116. Hillman stocking dealers.

LONDON, E.11.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone. Ley 3366. Hillman main dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Lee Green 8585 (5 lines). Hillman retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Syd. 5123/4. Hillman retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Sth. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon), Ltd., High St. Wimbledon 5155. Hillman distributing agents.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431/2. Hillman main dealers.

MAIDENHEAD, Berks.—Sawfords Garage, Braywick. Tel. 724. Hillman retail dealers.

NR. NANTWICH.—Harold Brookshank, The Garage, Walgherton. Wybunbury 321. Hillman dealers.

NEWCASTLE, Staffs.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St. Tel. 66266/8. Hillman distributors.

NEWPORT, Mon.—F. N. Morgan & Co., Ltd., 57, Chepstow Rd. Newport 4941. Hillman distributors.

NOTTINGHAM.—R. Cripps & Co., Ltd., Lombard House, Parliament St. Tel. 46381. Hillman distributors.

PLYMOUTH, Devon.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd. Tel. 3003 (5 lines). Hillman distributors.

READING, Berks.—T. Baker & Sons, 35, Friar Street. Tel. 3976. Hillman dealers.

RICKMANSWORTH, Herts.—Wrights Motors (Herts), Ltd., Park Garage, Rickmansworth 2214-5. Hillman dealers.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Romsey 5185-6-7. Hillman main dealers.

RUGELEY, Staffs.—Bertram Oakley, 8, Market St. Rugeley 10. Hillman retail dealers.

RUISLIP, Middlesex.—Ruislip Garages, 128-130, High St. (only address). Tel. 2500. Hillman retail dealers.

SIDCUP.—Clifford & Co. (Sidcup), Ltd., Main Rd., Foots Cray 3044 (3 lines). Main agents.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

SOUTHSEA, Hants.—E.M.A., Ltd., Tudor House, Grove Rd. South, Portsmouth 2168. Hillman distributors.

STEVENAGE, Herts.—G. E. Harper, 1, London Rd. Tel. 700-1. Hillman main dealers.

SUTTON, Surrey.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121 (5 lines). Main dealers.

TUNBRIDGE WELLS, Kent.—St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Hillman stockist dealers.

WESTCLIFF-ON-SEA, Essex.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247-8. Retail dealers.

WESTCLIFF-ON-SEA.—Holmes & Smith, Ltd., Essex House, 459-461, London Rd. Southend 49674. Distributors.

WESTON-SUPER-MARE.—Binding & Payne, Ltd., Knightstone Garage. Tel. 6103. Hillman main dealers.

WINCHESTER.—Will Short, Ltd., 2-4, Cross Rd. Tel. 2398/9. Hillman distributors.

WINDERMERE, Westmorland.—Woolleys, Ltd., Automobile engineers. Tel. 216. Hillman distributors.

HOTCHKISS

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Sole concessionaires Gt. Britain & British Empire.

H.R.G.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Sole distributors London & Home Counties.

HUMBER

AMERSHAM, Bucks.—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514; also Chesham 64. Agents.

BARNET.—Hadley Green Garages, Ltd., 202-204, High St. Tel. 0332/0910. Humber dealers.

BIRKENHEAD.—Mount Motor Co., Claughton Firs. Birkenhead 671-2.

BISHOP'S STORTFORD, Herts.—J. R. Bradford, The Garage, Dunman Rd., and 71 South St. Tel. 335. Retail dealers.

HUMBER—*Continued*

BOURNEMOUTH.—George Hartwell, Ltd., Holdenhurst Rd. Tel. 4161. Humber distributors.

BRENTFORD, Middx.—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Ealing 3400 (7 lines). Official retailers.

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25280. Humber retail dealers.

BURTON-UPON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon Street Garage. Tel. 2838. Main dealers.

CARLISLE.—Harrisons (Motor Engineers), Ltd., Warwick Rd. Tel. 25177. Humber distributors.

CHELTENHAM, Glos.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. 5895. Humber distributors.

CROYDON, Surrey.—Smith Auto Co., 145, London Rd. Croydon 4600 and 4632. Humber main dealers.

CROYDON, Surrey.—Manton Motors, Ltd., 25-27, 37-39, Shirley Rd. Addiscombe 6051-2-3-4. Humber main dealers.

DERBY.—E. H. Pickford & Co., Ltd., 59, Duffield Rd. Tel. 47007. Humber distributors.

DUNSTABLE, Beds.—Dunstable Motor Co., Ltd., London Rd. Tel. 908-9. Humber main dealers.

EAST GRINSTEAD, Sussex.—Southern Service Station (Automobiles), Ltd., North End. Tel. 255. Retail dealers.

GLASGOW, N.W.—Munro Motors (Glasgow), Ltd., Kirklee Bridge Garage, 243, Garrioch Rd. Maryhill 2271-2. Dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Gloucester 24081 (3 lines). Humber distributors.

HAYWARDS HEATH, Sussex.—Dinnage's Garages, Ltd., Wivelsfield Rd. Tel. 1466. Humber dealers.

HIGH WYCOMBE, Bucks.—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

ILFORD, Essex.—Ray Powell, Ltd., Eastern Ave. (one minute Gants Hill Stn.). Val. 3468. Main dealers.

ISLEWORTH, Middx.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552-4 & 2151. Main dealers.

KINGSWOOD, Surrey.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach. Burgh Heath 4855. Agents.

LEICESTER.—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. 22945-7. Humber main dealers.

LICHFIELD, Staffs.—Hollinshead & Sons Garage, Beacon St. Tel. 3293. Humber retail dealers.

LONDON, W.3.—Metropolitan Motors (Prop. Acton Motors, Ltd.), 192-6, Horn Lane, Acton. Acorn 5064-6. dealers.

LONDON, W.6.—Normand Ltd., 405, King St., Hammersmith. Riv. 3665. Humber agents.

LONDON, N.W.1.—Blue Star Garages, Camden Rd. Gulliver 5028. Humber retail dealers.

LONDON, N.1.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. Terminus 1001. Humber dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Silvertown 1820-1/4495. Main dealers.

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane, Hackney. Amherst 6116. Humber stocking dealers.

LONDON, E.11.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone. Ley. 3366. Humber main dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Lee Green 8585 (5 lines). Humber retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Syd. 5123-4. Humber retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Sth. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon), Ltd., High St., Wimbledon. 5155. Humber distributing agents.

MAIDENHEAD.—R. S. Mead (Sales) Ltd., 42, Queen St. Tel. 3431-2. Humber main dealers.

MAIDENHEAD, Berks.—Sawfords Garage, Braywick. Tel. 724. Humber retail dealers.

NEWCASTLE, Staffs.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St. Tel. 66266-8. Humber distributors.

NEWPORT, Mon.—F. N. Morgan & Co., Ltd., 57, Chepstow Rd. Newport 4941. Humber distributors.

NOTTINGHAM.—R. Cripps & Co., Ltd., Lombard House, Parliament St. Tel. 46381. Humber distributors.

PLYMOUTH, Devon.—M. Thomas (Motors), Ltd., 58/64, Embankment Rd. Tel. 3003 (5 lines). Humber distributors.

RICKMANSWORTH, Herts.—Wrights Motors (Herts), Ltd., Park Garage, Rickmansworth 2214-5. Humber dealers.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Romsey 5185-6-7. Humber main dealers.

RUISLIP, Middx.—Ruislip Garages, 128-130, High St. (only address). Tel. 2500. Humber retail dealers.

SIDCUP.—Clifford & Co. (Sidcup), Ltd., Main Rd. Tel. Foots Cray 3044 (3 lines). Main agents.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

HUMBER—*Continued*

SOUTHSEA, Hants.—E.M.A., Ltd., Tudor House, Grove Rd. South. Portsmouth 2168. Humber distributors.

STEVENAGE Herts.—G. E. Harper, 1, London Rd. Tel. 700-1. Humber main dealers.

SUTTON, Surrey.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121 (5 lines). Main dealers.

WESTCLIFF-ON-SEA.—Holmes & Smith, Ltd., Essex House, 459-461, London Rd. Southend 49674. Distributors.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2398-9. Humber distributors.

WINDERMERE, Westmorland.—Woolleys, Ltd., Automobile Engineers Tel. 216. Humber distributors.

WESTCLIFF-ON-SEA, Essex.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247-8. Retail dealers.

WESTON-SUPER-MARE, Somerset.—Binding & Payne, Ltd., Knightstone Garage. Tel. 6103. Humber main dealers.

JAGUAR

BEXLEYHEATH, Kent.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Jaguar area dealers.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Jaguar area dealers.

BOURNEMOUTH, Hants.—Henlys, Ltd., The Square. Tel. 6314. Jaguar distributors.

BRENTFORD, Middx.—Leonard Williams & Co. (1940), Ltd., Packard Bldgs., Gt. West Rd. Ealing 3400 (7 lines). Official retailers.

BRIGHTON.—Moore of Brighton (1924), Ltd., Russell Square. Tel. 23014-5-6. Jaguar main dealers.

BRISTOL, 1.—Western Motors (Bristol), Ltd., Park Row. Tel. 26504. Jaguar area dealers.

CHELMFORD, Essex. — Pollards Garages, Ltd., Broomfield Rd. Chelmsford 55436-7. Jaguar main agents.

CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004. Jaguar area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-87, South St. Tel. 1870. Jaguar area dealers.

FALKIRK.—Thos. Laurie & Co., Ltd., West End. Falkirk 842. Jaguar area dealers.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (¼-mile north of Tally Ho). Hil. 1044. Main dealers.

IPSWICH.—E. D. Cadge & Co., 23, Woodbridge Rd. East. Tel. 78972. Jaguar agents.

LONDON, E.7.—R. P. Powell Motors, Ltd., 521, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Jaguar agents.

LONDON, S.E.13.—J. E. Bird Automobiles, Ltd., 118-120, High Rd., Lee. Lee Green 1072. Main dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 4581 (3 lines). Retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Jaguar main dealers.

NEW BARNET, Herts.—Clockhouse Garage, Ltd., Brookhill Rd. Barnet 3808. Jaguar retail dealers.

PINNER, Middx.—Blue Star Garages, Alexandra Ave., Rayners Lane. Pinner 5854. Jaguar area dealers.

ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Jaguar stockist dealers.

RUISLIP, Middx.—J. R. Inwards, Ltd., High St., Ruislip 3053. Jaguar main dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Jaguar main dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Jaguar retail dealers.

VIRGINIA WATER, Surrey.—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154-5. Jaguar area sub-dealers.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2563. Jaguar main dealers.

JOWETT

BARNET, Herts.—Odeon Motors, Ltd., Great North Rd. Tel. 4100. Jowett main agents.

BECKENHAM, Kent.—Cooter & Green, Eden Park Gar., 485, Upper Elmers End Rd. Bec. 2565. Area dealers.

BIRMINGHAM, 18.—Frank Moseley (A.S. & S.), Ltd., Steward St., Spring Hill. Edg. 0916. Area dealers.

BLETCHLEY.—E. Vaughan, Aylesbury St. Bletchley 106. Jowett main agents.

DUNS, Berwickshire.—John McBain & Son, Ltd. Chirnside. Chirnside 351. Jowett main agents.

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1234 (5 lines). Jowett area dealers.

GARSTON, Herts.—Kingswood Service Station, Ltd., North Orbital Rd. Garston 2170. Jowett area dealers.

HORLEY, Surrey.—F. Fairman & Sons, Ltd., Victoria Rd. Horley 17. Jowett distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

JOWETT—*Continued*

IPSWICH.—McNamara Motors, Ltd., St. Helen's Street. Tel. 3775-6 and 3566. Jowett distributors.

KETTERING.—Wardle Bros., Stamford Rd. Tel. 2578. Jowett distributors.

LEEDS, 2.—Leeds Autocars, Ltd., Templar St. and New York Rd. Tel. 31551-3. Jowett distributors.

LONDON, W.1.—Godfreys, Ltd., 208, Gt. Portland St., Euston 4652-4. Jowett retail dealers.

LONDON, W.6.—West London Motors, 205 & 209, Fulham Palace Rd. Fulham 0066. Retail dealers.

LONDON, N.W.11.—Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green. Speedwell 9761-5. Jowett distributors.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, Gt. Cambridge Rd. Tot. 1906/7553. Area dealers.

LONDON, S.E.15.—J. E. Bird Automobiles, Ltd., 118-120, High Rd., Lee. Lee Green 1072. Retail dealers.

LONDON, S.W.17.—Shaw Motors, Ltd., 666-678, Garratt Lane, Wimbledon 3051-2-3. Jowett area dealers.

LOWESTOFT, Suffolk.—Langfords Garage, London Rd., South Lowestoft. Tel. 1072. Jowett retail dealers.

MAIDSTONE, Kent.—A. A. Hitch & Co., Knightrider St. Maidstone 5563. Jowett agents.

NORTHWOOD, Middlesex.—Colliver-Fisher, Ltd., Station Parade. Northwood 777. Jowett retail dealers.

NORWICH.—Reliance Garage (Norwich), Ltd., Heigham Street. Norwich 20566. Jowett distributors.

PIRBRIGHT, Surrey.—Clarke's of Pirbright. Brookwood 2201-2. Jowett distributors.

PONTEFRACT, Yorks.—Owen D. Clarke, Town End. Tel. 171. Jowett area dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

TANKERTON, Kent.—George Pitt Motors, Ltd. Whitstable 2244. Jowett main agents.

TEDDINGTON, Middx.—"A.V." Motors, Ltd., 5-15, Park Rd. Kingston 8613 & 0710. Jowett area dealers.

WEST CROYDON, Surrey.—Godfrey's, Ltd., 228-254, London Rd. Cro. 3641-2. Jowett area dealers.

KAISER

LONDON, S.E.5.—Steele Griffiths & Co., Ltd., 295, Camberwell New Rd. Rodney 2201. Kaiser Sole Concessionaires for Gt. Britain.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., motor engineers. Romsey 5185-6-7. Kaiser main dealers.

LAGONDA

CATERHAM, Surrey.—Anthony Crook Motors, Ltd., Town End. Caterham 2232. Lagonda main dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

STAINES, Middx.—Davies Motors, Ltd., 273, London Rd. Staines 4211-5. Lagonda main dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55132-3. Lagonda area dealers.

LANCHESTER

BERWICK-UPON-TWEED.—Blackburn & Price, Ltd., Silver St. Tel. 436 (3 lines). Lanchester area dealers.

CARDIFF.—Morsmith Motors, Ltd., 41-47, Frederick St. Tel. 30791-3. Lanchester distributors.

CARLISLE.—Stanwix Garages, Ltd., Scotland Rd. Carlisle 56. Lanchester distributors.

LONDON, W.1.—Stratstone, Ltd., 40, Berkeley St. Mayfair 4404. Lanchester distributors.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Retail dealers.

LONDON, N.W.3.—Blue Star Garages, 617, Finchley Rd. Hampstead 2254. Lanchester retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Mac. 5565. Retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns., Brixton. Bri. 4011. Lanchester agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795-6. Lanchester distributors.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Lanchester main dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138-9. Lanchester retail dealers.

ST. ALBANS, Herts.—Marlboro' Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590-1. Distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 1425. Distributors.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2588. Lanchester area dealers.

LANCIA

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Gros. 2563/4936. Retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Bayswater 4274. Lancia retail dealers.

LEA-FRANCIS

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795-6. Lea-Francis distributors.

M.G.

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662-63. M.G. agents.

ARGYLL.—John Huie & Co., Ltd., 60-64, Longrow, Campbeltown. Campbeltown 2311. M.G. area dealers.

BOGNOR REGIS.—W. Jones & Sons, Lennox St. Bognor Regis 2166. M.G. area dealers.

CHRISTCHURCH, Hants.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. 1681. M.G. stockist dealers.

COLNE, Lancs.—D. Kitchen, Ltd., Atlas Garage. Colne 404-5. M.G. distributors.

COLWYN BAY, North Wales.—Braid Bros., Ltd., Abergele Rd. Colwyn Bay 2264. M.G. distributors.

EDINBURGH, 3.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. 26387. M.G. retail dealers.

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1254 (5 lines). M.G. retail dealers.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Douglas 7598-9. M.G. retail dealers.

LIVERPOOL, 15.—The Rocket Motor Co., Ltd., 782-818, Queens Drive, Broadgreen. Stoneycroft 6424-5. Area dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Gro. 2563/4936. Retail dealers.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. M.G. retail dealers.

LONDON, W.6.—Rogers Garage, Wellesley Ave., Paddenswick Rd. Riv. 2644-5. M.G. retail dealers.

LONDON, S.W.19.—Jarvis of Wimbledon, Morris House, Morden Rd. Liberty 8221 (9 lines). Main dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Rus. 2874-5. M.G. retail dealers.

READING, Berks.—Loddon Bridge Motors, Ltd., Earley Nr. Reading. Tel. 61602. M.G. retail dealers.

SIDCUP, Kent.—Crips Bros. (Automobile Engineers), Ltd., Main Rd. Footscray 5066. M.G. area dealers.

SLOUGH, Bucks.—Wilcox of Slough, Morris House, Chandos St. Tel. 24181-2. Official Nuffield retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138-9. M.G. retail dealers.

ST. HELENS.—McLean & Appleton, Ltd., Prescot Rd. St. Helens 2253. M.G. area dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55132-3. M.G. retail dealers.

TANKERTON, Kent.—George Pitt Motors, Ltd. Whitstable 2244. M.G. retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. 88221-2. M.G. area dealers.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Area dealers.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2588. M.G. distributors.

MORGAN

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7753. Morgan distributors.

LONDON, W.5.—F. H. Douglass, Ia, South Ealing Rd., Ealing. Ealing 0570. Morgan specialist.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Norwich 20054. Morgan distributors.

MORRIS

ALRESFORD, Hants.—Hankins, Ltd., Alresford Motor Works, West St. Tel. 28. Morris main agents.

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662-63. Morris agents.

ARGYLL.—John Huie & Co., Ltd., 60-64, Longrow, Campbeltown, Campbeltown 2311. Morris area dealers.

ASHFORD, Middx.—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084/3908. Morris retail dealers.

BANNOCKBURN, Scotland.—Broomridge Motor Works. Tel. 2180. Morris retail dealers.

BARHAM, Nr. Canterbury.—Arter Bros., Ltd., Dover Rd. Barham 356. Morris retail dealers.

BARRY, Glam.—Coppins Motors, Ltd., Adastral Garage, Brook St. Tel. 1069 & 765. Retail dealers.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd. Bedford 66221. Morris distributors.

BIGGAR, Lanarkshire.—James Stephen & Sons, Central Garage. Biggar 30. Morris retail dealers.

BISLEY, Surrey.—Fox Garage, Guildford Rd. Brookwood 2272-3. Morris retail dealers.

BLAKENEY, Norfolk.—Pye's Garage (Blakeney), Ltd., Morston Rd. Cley 529. Morris retail dealers.

BOGNOR REGIS.—W. Jones & Sons, Lennox St., Bognor Regis 2166. Morris area dealers.

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots" 52-54 Manningham Lane. Tel. 25591. Distributors.

BRIDGWATER, Somerset.—Real Medland & Wills, Ltd., Monmouth St. Tel. 2639. Morris dealers.

BRIGHTON.—Vine & Lee, Ltd., 19-22, Station Rd., Portslade. Hove 48661-2. Morris retail dealers.

BRIGHOUSE, Yorks.—Frank Dyson, Ltd., Wellholme Garage. Brighouse 326. Morris main dealers.

MORRIS—*Continued*

BROOKWOOD, Surrey.—The Connaught Garage & Motor Works (Brookwood) Ltd., Cross Roads. Tel. 3284. Retail dealers.

CARMARTHEN.—Eddie Stephens Motors, 22-23, Water St. Tel. 233. Morris retail dealers.

CARSHALTON, Surrey.—Cambridge Garage (Carshalton), Ltd., 522, Carshalton Rd. Vigilant 1480. Morris dealers.

CHIPPING CAMPDEN.—F. W. Cutts & Co., High St. Tel. 213. Morris dealers.

COLNE, Lancs.—D. Kitchen, Ltd., Atlas Garage. Colne 404-5. Morris retail dealers.

COLWYN BAY, North Wales.—Braid Bros., Ltd., Abergele Rd. Colwyn Bay 2364. Morris distributors.

CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004. Morris area dealers.

DENHAM, Bucks.—Denham Service Station, Ltd. Denham 2266. Morris agents.

DERBY.—Dodsley Motors, Ltd., Curzon St. and Stafford St. Tel. 2886. Morris retail dealers.

DERBY.—Major & Barnes, Ltd., 152-160, Burton Rd. Tel. 45570. Morris retail dealers.

DOVERCOURT, Essex.—Smith's Motors. Harwich 700. Morris agents.

EDINBURGH, 3.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. 26387. Morris retail dealers.

ENFIELD, Middx.—D. J. Shepherd & Co. (Enfield), Ltd., 434-436, Hertford Rd. How. 1631/3923. Dealers.

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1254 (5 lines). Morris distributors.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (½ mile nth. of Tally Ho). Hil. 1044. Retail dealers.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Douglas 7598-9. Morris retail dealers.

GLASGOW, W.2.—R. S. Logan & Co., Ltd., 120-125, Whittingehame Drive. Western 8521 (5 lines). Retail dealers.

GRAVESEND, Kent.—Spooner Motors, Ltd., The Grove. Tel. 5236. Morris agents.

HAVERHILL, Suffolk.—Cleales, Ltd., High St. Tel. 47. Morris dealers.

HERNE HILL, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087-8-9. Morris retail dealers.

HOLLAND-ON-SEA, Essex.—Holland-on-Sea Motors Ltd., Main Rd. Tel. 2205. Morris retail dealers.

HYDE, Cheshire.—John Ruscoe & Co., Ltd. Tel. 75 & 47. Morris area dealers.

KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Kin 3151 (4 lines). Morris main agents.

LEYBURN (Yorks).—Metcalfes of Leyburn, 11, Market Place. Tel. 2142. Morris retail dealers.

LIVERPOOL, 15.—The Rocket Motor Co., Ltd., 782-818, Queens Drive, Broadgreen. Stoneycroft 6424-5. Area dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Mayfair 0402-3. Main agents.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506-7. Morris agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7753. Morris retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Morris agents.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Morris retail dealers.

LONDON, W.1.—Pass & Joyce, Ltd., 184-188, Great Portland St. Museum 1001. Morris retail dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gro. 2563/4936. Retail dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0065. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075-6. Stocking agents.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Morris retail dealers.

LONDON, W.3.—Crescent Garage, Ltd., 363, Uxbridge Rd., West Acton. Acorn 3114. Morris dealers.

LONDON, W.4.—Makin & Harrison (Motors), Ltd., 492/6, High Rd., Chiswick. Chi. 0558/2619. Morris agents.

LONDON, W.6.—Rogers Garage, Wellesley Ave., Paddenswick Rd. Riv. 2644-5. Morris retail dealers.

LONDON, W.6.—West London Motors, 205 & 209, Fulham Palace Rd. Fulham 0066. Retail dealers.

LONDON, W.14.—Smith & Hunter, Ltd., 376, Kensington High St. Western 2512 & 6417. Austin agents.

LONDON, N.3.—H. Pope & Sons, Ltd., 59-45, Ballards Lane, Finchley. Tel. 0113-6. Morris retail dealers.

LONDON, N.W.1.—Reys Motors, Ltd., 73-75, Albany St. Euston 6994 and 6928. Morris retail dealers.

LONDON, N.W.3.—Blue Star Garages, 617, Finchley Rd. Hampstead 2254. Morris retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Speedwell 1196. Morris retail dealers.

LONDON, E.11.—Lovetts, Ltd., Bushwood Corner, Leytonstone. Wanstead 2433. Morris stocking dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—*Continued*

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Hop. 2562. Morris retail dealers.

LONDON, S.E.1.—Spicers, Ltd. Greet St. Waterloo 6393-4-5. Morris agents.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Forest Hill 2432. Retail dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923, Fulham Rd. Renown 2261. Morris dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871/5, Fulham Rd. Ren. 4494. Morris main agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60/62, Queenstown Rd. Mac. 3363. Retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns., Brixton. Bri. 4011. Morris agents.

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., 39, Nightingale Lane. Bat. 4051/2. Morris retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96/98, Upper Richmond Rd. Putney 4581 (3 lines). Retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Morris retail dealers.

LONDON, S.W.17.—Shaw Motors, Ltd., 666/678, Garratt Lane. Wimbledon 3031-2-3. Morris retail dealers.

LONDON, S.W.19.—Coles Garages, Worple Rd., Wimbledon. Wimbledon 0195-6. Morris agents.

LONDON, S.W.19.—Jarvis of Wimbledon, Morris House, Morden Rd. Liberty 8221 (8 lines). Main dealers.

LOSTWITHIEL, Cornwall.—Skelton & Co. (Lostwithiel), Ltd., 28/29, North St. Lostwithiel 3. Main dealers.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795-6. Morris retail dealers.

MANCHESTER, 11.—E. Rooney, Ltd., 85/93, Hare Lane. Eas. 0597. Morris retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Rus. 2874-5. Morris retail dealers.

NEWCASTLE-UPON-TYNE, 1.—Charles G. S. Buist, Ltd., St. Mary's Place. Tel. 28486 (5 lines). Distributors.

OKEHAMPTON, Devon.—F. J. Glass & Co., Ltd., Central Garage. Tel. 59. Morris main agents.

ORPINGTON, Kent.—Burton & Deakin, Ltd., Station Hill. Tel. 507 (3 lines). Morris agents.

OTLEY, Yorks.—King Bros. (Otley), Ltd., Cross Green. Otley 2046. Morris main dealers.

PINNER, Middx.—Blue Star Garages, Alexandra Ave., Rayners Lane. Pinner 3854. Morris retail dealers.

PONTYPRIDD.—Hamphreys Garage (Pontypridd), Ltd., Mill St. Tel. 2237. Morris retail dealers.

POTTERS BAR, Middx.—Blue Star Garages, High St. Potters Bar 3205. Morris retail dealers.

READING, Berks.—Loddon Bridge Motors, Ltd., Earley, nr. Reading. Tel. 61602. Morris retail dealers.

RETFORD, Notts.—A. H. Turner, Ltd., Markham Moor. Tuxford 215. Morris main dealers.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Littleborough 8151. Morris area dealers.

ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Morris stockist dealers.

ROMSEY, Hants.—Wrynams, Ltd. Tel. 5215. Morris area dealers.

ROYSTON Herts.—Logsdon's Garage, Ltd., Melbourn St. Royston 2281/2. Morris area dealers.

SIDCUP, Kent.—Crips Bros. (Automobile Engineers), Ltd., Main Rd. Footscray 3066. Morris area dealers.

SLOUGH, Bucks.—Hartwell's Motors (Slough), Ltd., Bath Rd. Burnham 400. Morris retail dealers.

SLOUGH, Bucks.—Wilcox of Slough, Morris House, Chandos St. Tel. 24181-2. Official Nuffield retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138-9. Morris retail dealers.

STANSTED, Essex.—Mayhews Garages, Ltd., Cambridge Rd. Stansted 2354. Morris area dealers.

ST. HELENS.—McLean & Appleton, Ltd., Prescot Rd. St. Helens 2253. Morris area dealers.

STOCKBRIDGE, Hants.—E. C. Fenning & Son, Grosvenor Garage. Stockbridge 11. Morris agents.

SURBITON, Surrey.—G. & R. Garage, Ltd., 1-5, St. Mary's Rd. Elmbridge 6755. Morris retail dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55132-3. Morris retail dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Morris main agents.

TOLWORTH, Surrey.—Blue Star Garages, The Broadway. Elmbridge 4290. Morris retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. 88221-2. Morris area dealers.

TUNBRIDGE WELLS, Kent.—St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Morris stockist dealers.

UXBRIDGE.—Locomotors, Ltd., Procters Motors, 122, High St. Uxbridge 428. Morris retail dealers.

VIRGINIA WATER, Surrey.—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154-5. Morris retail dealers.

WALTHAM ABBEY, Essex.—Haslemere Motor Co., W/A, Ltd. Waltham Cross 2275-6-7. Retail dealers.

MORRIS—*Continued*

WEMBLEY, Middx.—Montrose Motors, Ltd. Wembley 2656/4445. Morris dealers.

YARM, Yorks.—Greaves' Garages, Hutton Rudby. Hutton Rudby 10. Morris retail dealers.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Area dealers.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2588. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Euston 5558-9. Sole distributors.

OLDSMOBILE

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St. Gerrard 8600. Oldsmobile distributors.

PACKARD

BRENTFORD, Middx.—Leonard Williams & Co. (1940), Ltd., Packard Bldgs., Gt. West Rd. Ealing 5400 (7 lines). Sole concessionaires.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Deansgate 4795-6. Packard distributors.

PEGASO

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Sole concessionaires Gt. Britain and British Empire.

PEUGEOT

BELFAST (N. Ireland).—Wilson & Leeper, Ltd., 40, Bridge End. Belfast 57084. Peugeot distributors.

CHELTENHAM SPA.—The County Garage, Hewlett Rd. Cheltenham 4596. Peugeot distributors.

DEVONSHIRE.—Harrisons Garages, Ltd., Totnes. Totnes 2247. Peugeot distributors.

FOLKESTONE, Kent.—Auto Pilots, LCtd., Folkestone Harbour. Tel. 4569. Peugeot distributors.

GLASGOW.—Armour Motor (Glasgow), Ltd., Newburgh Works, Newlands. Lanyside Glasgow 2720. Peugeot distributors.

GLOUCESTERSHIRE.—Allens of Bristol, Berkeley Square, Bristol, 8. Bristol 22514 Peugeot distributors.

LEICESTERSHIRE.—Hamblins Garages, Ltd., Melton Rd., Leicester. Leicester 61501. Peugeot distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St. Mayfair 5383. Peugeot sole concessionaires.

NORFOLK & SUFFOLK.—Herbert E. Taylor & Co., Ltd., Cringleford, Norwich. Eaton (Norfolk) 52. Peugeot distributors.

NOTTINGHAMSHIRE.—John S. Woolley, Ltd., Park Place, Park Row, Nottingham. Nottingham 45895. Peugeot distributors.

YORKS & LANCS.—Newton of Huddersfield, Viaduct St., Huddersfield. Huddersfield 3311. Peugeot distributors.

PONTIAC

LONDON, S.W.3.—U.S. Concessionaires, Ltd., 5, Jubilee Place. Flaxman 7752-3-4. Pontiac concessionaire.

RELIANT 3-WHEELERS

LIVERPOOL, 1.—The "Bee" Motor Showrooms, 2-6, Upper Newington, Renshaw St. Royal 6375. Reliant retail dealers.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Norwich 20054. Reliant three-wheelers distributors.

RENAULT

BRIGHTON.—Moore of Brighton (1924), Ltd., Russell Square. Tel. 23014-5-6. Renault distributors.

DENHAM, Bucks.—Denham Service Station, Ltd. Denham 2266. Renault distributors.

LONDON, W.5.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Acorn 3224-5. Renault distributors.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555, 2155. Renault agents.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Fremantle 0051. Renault distributors.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Renault distributors.

SURBITON, Surrey.—Welham's Renault Sales & Service, 5-7, Surbiton Hill Rd. Elmbridge 1875. Renault distributors.

RILEY

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662/63. Riley agents.

ARGYLL.—John Huie & Co., Ltd., 60/64, Longrow, Campbeltown. Campbeltown 2311. Riley area dealers.

BOURNEMOUTH, Hants.—Henlys, Ltd., The Square. Tel. 6314. Riley distributors.

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots," 52-54, Manningham Lane. Tel. 25591. Area distributors.

COLNE, Lancs.—D. Kitchen, Ltd., Atlas Garage. Colne 404-5. Riley area dealers.

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1234 (5 lines). Riley area dealers.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (¼-mile nth. of Tally Ho). Hil. 1044. Area dealers.

GLASGOW, C.5.—James H. Galt, Ltd., 52, Woodlands Rd. Douglas 7598/9. Riley retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

LONDON, W.1.—Edgar Harrison, Ltd., 53, North Row, Park Lane. Mayfair 0402/3. Main agents.

RILEY—*Continued*

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7753. Riley retail dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gro. 2563-4936. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075/6. Stocking agents.

LONDON, W.5.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Acorn 3234. Riley retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove. Bayswater 4274. Riley retail dealers.

LONDON, S.W.1.—Riley Cars, 55-56, Pall Mall. Trafalgar 7311. Riley distributors.

LONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill. Battersea 5272. Riley retail dealers.

LONDON, S.W.19.—Jarvis of Wimbledon, Morris House, Morden Rd. Liberty 8221 (8 lines). Main dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Rus. 2874/5. Riley retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Riley main dealers.

RUISLIP, Middlesex.—J. R. Inwards, Ltd., High St. Ruislip 3033. Riley agents.

SIDCUP, Kent.—Crips Bros. (Automobile Engineers), Ltd., Main Rd. Footscray 3066. Riley area dealers.

SLOUGH, Bucks.—Wilcox of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1138/9. Riley retail dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, Lodge Rd. Tel. 55718. Riley distributors.

ST. HELENS.—McLean & Appleton, Ltd., Prescot Rd. St. Helens 2253. Riley area dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55132-3. Riley distributors.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Riley retail dealers.

UXBRIDGE.—Locomotors, Ltd., Procters Motors, 122, High St. Uxbridge 428. Riley area dealers.

WEMBLEY, Middlesex.—Montrose Motors, Ltd. Wembley 2656/4445. Riley distributors.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Area dealers.

ROLLS-ROYCE

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 7687. Official retailers.

LONDON, W.1.—Jack Barclay, Ltd. Showrooms: Berkeley Sq. Mayfair 7444. Rolls-Royce largest official retailers.

LONDON, S.W.6.—H. A. Fox & Co., Ltd., Service Works, 212, New King's Rd., Fulham. Renown 3666. Official retailers.

LONDON, S.W.19.—Jack Barclay, Ltd. Service Works, Lombard Rd., Merton. Liberty 7222. Rolls-Royce largest official retailers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Rolls-Royce specialists.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4543. Rolls-Royce special retailers for Hertfordshire.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Special retailers.

ROVER

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662/63. Rover agents.

BARNET, Herts.—Odeon Motors, Ltd., Great North Rd. Tel. 4100. Rover main agents.

BEXHILL-ON-SEA.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd. Tel. 2382/3. Rover distributors.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Rover distributors.

BOURNEMOUTH.—Ewens Motors, Ltd., 1-7, Lansdowne Rd. Bournemouth 850. Rover main distributors.

CARDIFF.—Morsmith Motors, Ltd., 41/47, Frederick St. Tel. 30791/3. Rover distributors.

CARLISLE.—Stanwix Garages, Ltd., Scotland Rd. Carlisle 56. Rover distributors.

CHELMSFORD, Essex.—Pollards Garages, Ltd., Broomfield Rd. Chelmsford 55456-7. Rover main agents.

COVENTRY.—Orchard Garage (Coventry), Ltd., Providence St., Earlsdon. Tel. 2856.

DATCHET, Slough, Bucks.—Leigh Park Motors, Ltd. Datchet 54. Rover distributors.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Rover agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2563/4936. Retail dealers.

LONDON, E.7.—R. P. Powell Motors, Ltd., 521, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 4581 (3 lines). Retail dealers.

LOSTWITHIEL, Cornwall.—Skelton & Co. (Lostwithiel), Ltd., 28-29, North St. Lostwithiel 3. Main dealers.

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THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

ROVER—*Continued*

LUTON, Beds.—Dunham & Haines, 46, Castle St. Tel. 2100. Rover distributors.

NORTHWOOD, Middlesex.—Colliver-Fisher, Ltd., Station Parade, Northwood 777. Rover retail dealers.

PONTYPRIDD.—Hamphreys Garage (Pontypridd), Ltd., Mill Street. Tel. 2237. Rover retail dealers.

READING, Berks.—T. Baker & Sons, 35, Friar St. Tel. 3976. Rover distributors.

ROMSEY, Hants.—Wrynams, Ltd. Tel. 3215. Rover dealers.

ROYSTON, Herts.—Logsdon's Garage, Ltd., Melbourn St. Royston 2281-2. Rover dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken 6642 (5 lines). Officially appointed retailers.

SPILSBY, Lincs.—Leslie S. Dodds (1956), Ltd. Spilsby 3145-6. Rover main dealers.

ST. ALBANS, Herts.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Rover main dealers.

STANSTED, Essex.—Mayhews Garages, Ltd., Cambridge Rd. Stansted 2354. Rover area dealers.

SUNNINGDALE, Berks.—Sunningdale Motors, Ltd., London Road. Ascot 319. Rover agents.

VIRGINIA WATER, Surrey.—Gavin Fairfax, Ltd., Wentworth Service Garage, Wentworth 3154-5. Rover retail dealers.

WALTHAM ABBEY, Essex.—Hazlemere Motor Co., W/A., Ltd. Waltham Cross 2275-6-7. Main dealers.

WEMBLEY, Middlesex.—Montrose Motors, Ltd. Wembley 2636/4443. Rover dealers.

WEYBRIDGE, Surrey.—Wood's Garage, Ltd., High St. Weybridge 217. Rover dealers.

LAND-ROVER

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662-63. Land Rover agents.

BEXHILL-ON-SEA.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd. Tel. 2382-3. Land Rover distributors.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Land Rover distributors.

CHELMSFORD, Essex.—Pollards Garages, Ltd., Broomfield Rd. Chelmsford 55436-7. Land Rover main agents.

DATCHET, Slough, Bucks.—Leigh Park Motors, Ltd. Datchet 54. Land Rover distributors.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate. Maryland 4818. Area dealers.

LONDON, E.18.—Harvey Hudson & Co., Ltd., High Rd., Woodford. Wanstead 0056. Land-Rover main dealers.

WALTHAM ABBEY, Essex.—Hazlemere Motor Co., W/A., Ltd. Waltham Cross 2275-6-7. Main dealers.

WEYBRIDGE, Surrey.—Wood's Garage, Ltd., High St. Weybridge 217. Land-Rover dealers.

SINGER

BIRMINGHAM, 12.—Henry Garner, Ltd., 221, High St., Deritend. Midland 4561. Singer distributors.

BLAKENEY, Norfolk.—Pye's Garage (Blakeney), Ltd., Morston Rd. Cley 329. Singer area dealers.

LEEDS, 2.—Leeds Autocars, Ltd., Templar St. & New York Rd. Tel. 31551-3. Singer distributors.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 7687. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Speedwell 1196. Singer retail dealers.

LONDON, N.6.—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate Village. Mountview 4444. Singer Roadsters dealer stockists.

NORWICH.—Reliance Garage (Norwich), Ltd., Heigham St. Norwich 20566. Singer distributors.

READING, Berks.—Royal Berks Motor Co., 35-43, Thorn St. Tel. 4639. Singer Berkshire distributors.

SKIPTON, Yorks.—Nicholas Smith's Garages, Ltd., Gargrave Rd., Stirton. Tel. 654-5. Singer retail dealers.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. 55132-3. Singer distributors.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2388. Singer distributors.

STANDARD

ABERDEEN.—A. C. Thomson, M.I.M.I., Kepplestone Gar. (inc. Rubislaw Motors), Queen's Rd. & Viewfield Rd. Tel. 55346. Retail dealer.

AIRDRIE.—Watson Bros., County Garage, 28/46, High St. Airdrie 2444/5/6. Standard area dealers.

ALRESFORD, Hants.—Hankins, Ltd., Alresford Motor Works, West St. Tel. 28. Standard dealers.

ALTON, Hants.—F. W. Kerridge, Ltd., 32-36a, High St. Alton 2224/5. Standard agents.

AMERSHAM.—Station Garages (Amersham & Chalfont), Ltd. Amersham 870. Standard distributors.

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5058/9. Standard main dealers.

BALDOCK, Herts.—Quenby Brothers, Ltd., Standard House, Baldock 42. Standard distributors.

BEXLEYHEATH, Kent.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Standard area dealers.

STANDARD—*Continued*

BLAKENEY, Norfolk.—Pye's Garage (Blakeney), Ltd., Morston Rd. Cley 329. Standard area dealers.

BLANDFORD, Dorset.—Arthur Convers, Ltd. Blandford 7. Standard retail dealers.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Standard area dealers.

BRIGHTON.—Moore of Brighton (1924), Ltd., Russell Square. Tel. 23014-5-6. Standard distributors.

CARDIFF.—Nortons (Cardiff), Ltd., Penarth Rd. Cardiff 23306-8. Standard distributors.

CHESTER.—James Edwards (Chester), Ltd., The Northgate. Tel. 23123/4/5. Standard distributors.

CLEVEDON, Somerset.—Binding & Payne, Ltd., Central Garage. Tel. 2201. Standard main dealers.

COVENTRY.—Kendall & Sons (Coventry), Ltd., Whitefriars St. Tel. 5603. Standard retail dealers.

COVENTRY.—Orchard Garage (Coventry), Ltd., Providence St., Earlsdon. Tel. 2836.

CROYDON, Surrey.—Carra Auto Sales, Ltd., Standard House, South End, Cro. 6088. Standard distributors.

DOLGELLEY, Merioneth.—Torrent Motor Co., Arran Rd. Tel. 27. Standard main dealers.

DORKING, Surrey.—F. W. Mays & Co., Ltd., South St. Dorking 2244/5. Standard distributors.

DOVERCOURT, Essex.—Smith's Motors, Harwich 700. Standard agents.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85/87, South St. Tel. 1870. Standard retail dealers.

EDINBURGH.—The Colinton Motor Garage, 28-32, Sprylaw St., Colinton. Tel. 67326. Standard retail dealers.

ENFIELD, Middx.—D. J. Shepherd & Co. (Enfield), Ltd., 434/436, Hertford Rd. Row. 1631/3923. Dealers.

EXETER.—Lock Brothers, Motor Engineers, Ladysmith Rd. Tel. 3990. Standard retail dealers.

FALKIRK.—Thos. Laurie & Co., Ltd., West End. Falkirk 842. Standard area dealers.

FARNHAM.—Swain & Jones, Ltd., East St. Farnham 6201/4. Standard distributors.

FINCHLEY, N.12.—Halis (Finchley), Ltd., Odeon Parade (¼ mile nth. of Tally Ho). Hil. 1044. Retail dealers.

GAMLINGAY, Cambs.—Alec Norman, 70, Church St. Tel. 226 & 248. Standard retail dealers.

GLASGOW, C.3.—Macharg, Rennie & Lindsay, Ltd., 28, Berkeley St. Douglass 6646. Standard distributors.

GRAVESEND, Kent.—Spooner Motors, Ltd., The Grove. Tel. 5236. Standard main dealers.

HARROW, Middx.—Central Motors (Harrow), Ltd., 98, 106, 108, Pinner Rd. Harrow 1707. Retail dealers.

HERNE HILL, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2067/8/9. Standard retail dealers.

HILLINGDON, Middlesex.—Hillingdon Motors, Ltd., 325/327, Long Lane, Uxbridge 412. Standard agents.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 6673/4. Standard distributors.

ILFORD, Essex.—Loxford Garage, Ilford Lane. Ilford 3155. Standard dealers stockists.

INVERNESS.—J. Ferries & Co., Ltd., 84-86, Eastgate. Tel. 70/71. Standard distributors.

IPSWICH.—E. D. Cadge & Co., 23, Woodbridge Rd. East. Tel. 78972. Standard agents.

KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Kin. 3151 (4 lines). Standard distributors.

LEEDS, 1.—H. B. Martindale, Ltd., 14, Harrison St., Briggate. Leeds 20114-5. Standard retail dealers.

LEIGH-ON-SEA, Essex.—Woodfield Garage, Ltd., 30-42, Woodfield Rd. Leigh 78120. Standard stockist dealers.

LIVERPOOL, 1.—C. A. Britten & Co. (Liverpool), Ltd., 37-43, Renshaw St. Royal 4877/8. Distributors.

LONDON, W.1.—Hoffmanns of London, Ltd., 7-9, St. James's St. Whitehall 9501. Standard dealers.

LONDON, W.1.—Pass & Joyce, Ltd., 184-188, Great Portland St. Museum 1001. Standard retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Standard retail dealers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 7687. Retail dealers.

LONDON, W.1.—H. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7735. Standard retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Standard agents.

LONDON, W.2.—Charles Rickards, Ltd., 86, Bayswater Rd. Paddington 1820. Standard retail dealers.

LONDON, W.2.—J. Davy, 180-182, High St., Kensington. Western 9641. Standard agents.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riv. 5665. Standard agents.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Bayswater 4274. Standard retail dealers.

STANDARD—*Continued*

LONDON, W.12.—Seven Stars Garage, 264, Goldhawk Rd., Shepherds Bush. Sho. 4448. Standard dealers.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338. Standard dealers.

LONDON, N.W.1.—Rees Motors, Ltd., 73/75, Albany St. Euston 6994 and 6928. Standard retail dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Gladstone 2480. Standard retail dealers.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St. Hendon 1286. Standard dealers, spares, personal service.

LONDON, N.W.6. Blue Star Garages, Fortune Green Rd. Hampstead 2211. Standard retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256. Standard agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queens Head Gar. East End Rd., Finchley. Tel. 6236-7-8. Retail dealers.

LONDON, N.6.—R. Martin, 2, Highgate High St., Highgate. Mou. 3413-4. Standard retail dealers.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Mountview 2255. Standard main agents.

LONDON, N.9.—Grove Garage & Motors, Ltd., 322, Fore St., Edmonton. Tottenham 4162. Retail dealers.

LONDON, N.11.—Bowes Road Garage & Eng., Co., Ltd., 188, Bowes Rd. Bowes Park 2284-5. Retail dealers.

LONDON, E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd., Forest Gate. Grs. 0288. Retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Hop. 2562. Standard retail dealers.

LONDON, S.E.1.—Spicers, Ltd., Greet St. Waterloo 6595-4-5. Standard agents.

LONDON, S.E.13.—Burke's Motors, 295/7, Lewisham High St. Lee Green 1051/2. Standard stockists.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Forest Hill 2432. Retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale, Forest Hill. Forest Hill 1838. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., 12, William St., Lowndes Square. Sloane 1353. Main dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tul 6464/8182. Retail dealers.

LONDON, S.W.4.—South Side Motors, Ltd., 53, Clapham Common, South Side. Macaulay 5485. Main agents.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Fro. 0065, 0929. Standard dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107—109, Old Brompton Rd., South Kensington. Ken. 2477-8. Standard agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns., Brixton. Bri. 4011. Standard agents.

LONDON, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Standard retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Kingston 8333. Standard retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Standard retail dealers.

LONDON, S.W.17.—Shaw Motors, Ltd., 666-678, Garratt Lane. Wimbledon 3031-2-3. Standard retail dealers.

LONDON, S.W.19.—L. F. Dove, Ltd., 33-37, Russell Rd., Wimbledon. Liberty 3456. Standard main agents.

MAIDSTONE.—Miles (Maidstone), Ltd., King St. Tel. 4714. Standard distributors.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Rus. 2874-5. Standard retail dealers.

NEW BARNET, Herts.—Clockhouse Garage, Ltd., Brookhill Rd. Barnet 3808. Standard retail dealers.

NEWBURY, Berks.—Martin & Chillingworth, Ltd. Newbury 678-679. Standard distributors.

NEW MALDEN, Surrey.—New Malden Motors, Ltd., Coombe Rd. Malden 3232-3. Standard dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391-2. Standard distributors.

POTTERS BAR, Middx.—Blue Star Garages, High St., Potters Bar 3205. Standard retail dealers.

ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Standard stockist dealers.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., Motor Engineers, Romsey 3185-6-7. Standard main dealers.

SHEFFIELD, 6.—The Hillsborough Garage & Motor Co., Hillsborough Bridge. Tel. 43105. Standard retail dealers.

SIDCUP, Kent.—Hatherley Garage, Hatherley Rd. Footscray 1126. Standard retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd. St. Paul's Rd. Tel. 1138-9. Standard retail dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

STANDARD—*Continued*

SUNDERLAND.—R. & J. Smith, Pallion Road Garage. Tel. 3305. Standard retail dealers.

SUNNINGDALE, Berks.—Sunningdale Motors, Ltd., London Rd. Ascot 319. Standard main agents.

TANKERTON, Kent.—George Fitt Motors, Ltd., Whitstable 2244. Standard retail dealers.

TOLWORTH, Surrey.—Blue Star Garages, The Broadway. Elmbridge 4290. Standard retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 1425. Distributors.

TUNBRIDGE WELLS, Kent.—Wards Service Garage, Ltd., 319/323, St. John's Rd. Southborough 1000 (3 lines). Agents.

UXBRIDGE.—Locomotors, Ltd., Procters Motors, 122, High St. Uxbridge 426. Standard retail dealers.

WALTHAM ABBEY, Essex.—Hazlemere Motor Co. W/A, Ltd. Waltham Cross 2275-6-7. Retail dealers.

WESTCLIFF-ON-SEA, Essex.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Leigh-on-Sea 78247-9. Retail dealers.

WOODFORD GREEN, Essex.—Lamb's, Ltd., Standard House, Southend Rd. Wanstead 6666. Standard distributors.

SUNBEAM-TALBOT

AMERSHAM, Bucks.—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514 also Chesham 64. Agents.

BARNET.—Hadley Green Garages, Ltd., 202-204, High St. Tel. 0532/0910. Sunbeam-Talbot dealers.

BIRKENHEAD.—Mount Motor Co., Claughton Firs. Birkenhead 871-2. Hillman.

BISHOP'S STORTFORD, Herts.—J. R. Bradford, The Garage, Dunman Rd., and 73, South St. Tel. 335. Retail dealers.

BISLEY, Surrey.—Fox Garage, Guildford Rd. Brookwood 2272-3. Sunbeam-Talbot retail dealers.

BOURNEMOUTH.—George Hartwell, Ltd., Holdenhurst Rd. Tel. 4161. Sunbeam-Talbot distributors.

BRENTFORD, Middx.—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Ealing 3400 (7 lines). Official retailers.

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25280. Sunbeam-Talbot retail dealers.

BURTON-UPON-TRENT.—W. T. Blackshaw & Co., Ltd. Curzon Street Garage. Tel. 2838. Main dealers.

CARLISLE.—Harrisons (Motor Engineers), Ltd., Warwick Rd. Tel. 25177. Sunbeam-Talbot distributors.

CHELTENHAM, Glos.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. 5895. Sunbeam-Talbot distributors.

CROYDON, Surrey.—Smith Auto Co., 145, London Rd. Croydon 4600 and 4632. Main dealers.

CROYDON, Surrey.—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd. Addiscombe 6051-4. Main dealers.

DERBY.—E. H. Pickford & Co., Ltd., 39, Duffield Rd. Tel. 47007. Sunbeam-Talbot distributors

DUNSTABLE, Beds.—Dunstable Motor Co., Ltd., London Rd. Tel. 908-9. Sunbeam-Talbot main dealers.

EAST GRINSTEAD, Sussex.—Southern Service Station (Automobiles), Ltd., North End. Tel. 255. Retail dealers.

GLASGOW, N.W.—Munro Motors (Glasgow), Ltd., Kirklee Bridge Garage, 243, Garrioch Rd. Maryhill 2271-2. Dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Gloucester 24081 (3 lines). Sunbeam-Talbot distributors.

GRANGE-OVER-SANDS.—C. Wilson & Sons, Lindale Motor Works. Tel. 46. Main dealers.

HAYWARDS HEATH, Sussex.—Dinnage's Garages, Ltd., Wivelsfield Rd. Tel. 1466. Sunbeam-Talbot dealers.

HEREFORD.—Reg. Brown, Aubrey St. Tel. 2779. Sunbeam-Talbot distributors.

HIGH WYCOMBE, Bucks.—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

ILFORD, Essex.—Ray Powell, Ltd., Eastern Ave. (1 minute Gants Hill Stn.). Val. 3468. Main dealers.

ISLEWORTH, Middx.—B.N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552-4 & 2151. Main dealers.

KINGSWOOD, Surrey.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach. Burgh Heath 4855. Agents.

LEICESTER.—E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. 22945-7. Sunbeam-Talbot main dealers.

LONDON, W.3.—Metropolitan Motors (Prop. Acton Motors, Ltd.), 192-6, Horn Lane, Acton. Acorn 5064-6. Dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riv. 3665. Sunbeam-Talbot agents.

LONDON, N.W.1.—Blue Star Garages, Camden Rd. Gulliver 5028. Sunbeam-Talbot retail dealers.

LONDON, N.1.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. Terminus 1001. Sunbeam-Talbot dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Silvertown 1890-1/6495. Main dealers.

SUNBEAM-TALBOT—*Continued*

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane, Hackney. Amherst 6116. Sunbeam-Talbot stocking dealers.

LONDON, E.11.—Ray Powell, Ltd., 113, Fairlop Rd., Leytonstone. Ley. 3366. Sunbeam-Talbot main dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Lee Green 8565 (5 lines). Retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Syd. 5123-4. Sunbeam-Talbot retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Sth. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.19.—Modern Service (Wimbledon), Ltd., High St. Wimbledon 5155. Sunbeam-Talbot distributing agents.

LUTON, Beds.—Dunham & Haines, 46, Castle St. Tel. 2100. Sunbeam-Talbot main dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431-2. Sunbeam-Talbot main dealers.

NEWCASTLE, Staffs.—Newcastle (Staffs) Motor Co., Ltd., Brunswick St. Tel. 66266-8. Sunbeam-Talbot distributors.

NEWPORT, Mon.—F. N. Morgan & Co., Ltd. 57, Chepstow Rd. Newport 4941. Distributors.

NOTTINGHAM.—R. Cripps & Co., Ltd., Lombard House, Parliament St. Tel. 46381. Sunbeam-Talbot distributors.

PLYMOUTH, Devon.—M. Thomas (Motors), Ltd., 58/64, Embankment Rd. Tel. 3003 (5 lines). Sunbeam-Talbot distributors.

RICKMANSWORTH, Herts.—Wrights Motors (Herts), Ltd., Park Garage. Rickmansworth 2214/5. Sunbeam-Talbot dealers.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Romsey 5185-6-7. Main dealers.

SIDCUP.—Clifford & Co. (Sidcup), Ltd., Main Rd. Foots Cray 5044 (3 lines). Main agents.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

SOUTHSEA, Hants.—E.M.A., Ltd., Tudor House, Grove Rd. South. Portsmouth 2168. Sunbeam-Talbot distributors.

STEVENAGE, Herts.—G. E. Harper, 1, London Rd. Tel. 700-1. Sunbeam-Talbot main dealers.

SUTTON, Surrey.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121 (5 lines). Main dealers.

WESTCLIFF-ON-SEA.—Holmes & Smith, Ltd., Essex House, 459/461, London Rd. Southend 49674. Distributors.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2598-9. Sunbeam-Talbot distributors.

WINDERMERE, Westmorland.—Woolleys, Ltd., Automobile Engineers. Tel. 216. Sunbeam-Talbot distributors.

TRIUMPH

AIRDRIE.—Watson Bros., County Garage, 28/48, High St. Airdrie 2444-5-6. Area dealers.

ALRESFORD, Hants.—Hankins, Ltd., Alresford Motor Works, West St. Tel. 28. Triumph dealers.

AMERSHAM.—Station Garages (Amersham & Chalfont), Ltd. Amersham 870. Triumph distributors.

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5058-9. Triumph main dealers.

BALDOCK, Herts.—Quenby Brothers, Ltd., Standard House, Baldock 32. Triumph distributors.

BEXLEYHEATH, Kent.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Triumph area dealers.

BLAKENEY, Norfolk.—Pye's Garage (Blakeney), Ltd., Morston Rd. Cley 329. Triumph area dealers.

BLANDFORD, Dorset.—Arthur Convers, Ltd. Blandford 7. Triumph retail dealers.

BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. 87. Triumph area dealers.

BRIGHTON.—Moore of Brighton (1924), Ltd., Russell Square. Tel. 23014-5-6. Triumph distributors.

CARDIFF.—Nortons (Cardiff), Ltd., Penarth Rd. Cardiff 23306/8. Triumph distributors.

CHESTER.—James Edwards (Chester), Ltd., The Northgate. Tel. 23125-4-5. Triumph distributors.

COVENTRY.—Kendall & Sons (Coventry), Ltd., Whitefriars St. Tel. 5603. Triumph retail dealers.

CROYDON, Surrey.—Carrs Auto Sales, Ltd., Standard House, South End, Cro. 6088. Triumph distributors.

DOLGELLEY, Merioneth.—Torrent Motor Co., Arran Rd. Tel. 27. Triumph main dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., South St. Dorking 2244-5. Triumph distributors.

DOVERCOURT, Essex.—Smith's Motors, Harwich 700. Triumph agents.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 65/87, South St. Tel. 1870. Triumph retail dealers.

EDINBURGH.—The Colinton Motor Garage, 28-32, Spylaw St., Colinton. Tel. 67326. Triumph retail dealers.

ENFIELD, Middx.—D. J. Shepherd & Co. (Enfield), Ltd., 434/436, Hertford Rd. How. 1631/3925. Main dealers.

TRIUMPH—*Continued*

EXETER.—Lock Brothers, Motor Engineers, Ladysmith Rd. Tel. 3990. Triumph retail dealers.

FINCHLEY, N.12.—Halls (Finchley), Ltd., Odeon Parade (¼ mile nth. of Tally Ho). Hil. 1044. Retail dealers.

GAMLINGAY, Cambs.—Alec Norman, 70, Church St. Tel. 226 & 248. Triumph retail dealers.

GLASGOW, C.5.—Macharg, Rennie & Lindsay, Ltd., 28, Berkeley St. Douglass 6646. Triumph distributors.

GRAVESEND (Kent).—Spooner Motors, Ltd., The Grove. Tel. 5236. Triumph main dealers.

HARROW, Middx.—Central Motors (Harrow), Ltd., 99, 105, 106, Pinner Rd. Harrow 1707. Retail dealers.

HERNE HILL, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087-8-9. Triumph retail dealers.

HILLINGDON, Middx.—Hillingdon Motors, Ltd., 325-327, Long Lane. Uxbridge 412. Triumph agents.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 6675-6. Triumph distributors.

INVERNESS.—J. Ferries & Co., Ltd., 84-86, Eastgate. Tel. 70/71. Triumph distributors.

IPSWICH.—E. D. Cadge & Co., 23, Woodbridge Road East. Tel. 76972. Triumph agents.

KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 59-43, Eden St. Kin. 3151 (4 lines). Triumph distributors.

LEEDS, 1.—H. R. Martindale, Ltd., 14, Harrison St., Briggate. Leeds 20114-5. Triumph retail dealers.

LEIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 30-42, Woodfield Rd., Leigh 78120. Triumph stockist dealers.

LIVERPOOL, 1.—C. A. Britten & Co. (Liverpool), Ltd., 37-43, Renshaw St. Royal 4677-8. Distributors.

LONDON, W.1.—Hoffmanns of London, Ltd., 7-9, St. James's St. Whitehall 9501. Triumph dealers.

LONDON, W.1.—Pass & Joyce, Ltd., 164-188, Great Portland St. Museum 1001. Triumph retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Triumph retail dealers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 7687. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7753. Triumph retail dealers.

LONDON, W.2.—J. Davy, 180/182, High St., Kensington. Western 9641. Triumph agents.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Triumph retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riv. 3665. Triumph agents.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Bayswater 4274. Triumph retail dealers.

LONDON, W.12.—Seven Stars Garage, 264, Goldhawk Rd., Shepherds Bush. Shepherds Bush 4448. Triumph dealers.

LONDON, W.C.2.—Tickford, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3358. Triumph dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Gladstone 2480. Triumph retail dealers.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon 1286. Triumph dealers. Spares personal service.

LONDON, N.W.6.—Blue Star Garages, Fortune Green Rd. Hampstead 2211. Triumph retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256. Triumph agents.

LONDON, N.3.—C. & W. Motors, Ltd., Queen's Head Gar., East End Rd., Finchley 6236-7-8. Retail dealers.

LONDON, N.6.—R. Martin, 2, Highgate High St., Highgate. Mou. 5413-4. Triumph retail dealers.

LONDON, N.9.—Grove Garage & Motors, Ltd., 322, Fore St., Edmonton. Tottenham 4162. Retail dealers.

LONDON, E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd., Forest Gate. Gra. 0288. Retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Hop. 2562. Triumph retail dealers.

LONDON, S.E.1.—Spicers, Ltd., Greet St. Waterloo 6595-4-5. Triumph agents.

LONDON, S.W.1.—Evans & O'Malley, Ltd., 12, William St., Lowndes Sq. Sloane 1353. Main dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Ave., Streatham Hill. Tul. 6464/8182. Retail dealers.

LONDON, S.W.4.—South Side Motors, Ltd., 53, Clapham Common, South Side. Macaulay 5495. Main agents.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Pro. 0063, 0929. Triumph dealers.

LONDON, S.W.7.—Le Grice Ecrs, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Triumph agents.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Triumph retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—*Continued*

LONDON, S.W.17.—Shaw Motors, Ltd., 666-678, Garratt Lane. Wimbledon 3051-2-3. Triumph retail dealers.

MAIDSTONE.—Miles (Maidstone), Ltd., King St. Tel. 4714. Triumph distributors.

NEW BARNET, Herts.—Clockhouse Garage, Ltd., Brookhill Rd. Barnet 3808. Triumph retail dealers.

NEWBURY, Berks.—Martin & Chillingworth, Ltd. Newbury 678-679. Triumph distributors.

NEW MALDEN, Surrey.—New Malden Motors, Ltd., Coombe Rd. Malden 3232/3. Triumph dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391/2. Triumph distributors.

POTTERS BAR, Middx.—Blue Star Garages, High St. Potters Bar 3205. Triumph retail dealers.

ROMSEY, Hants.—B. A. Rolfe & Sons, Ltd., Motor Engineers. Romsey 3165-6-7. Triumph main dealers.

SHEFFIELD, 6.—The Hillsborough Garage & Motor Co., Hillsborough Bridge. Tel. 43105. Triumph retail dealers.

SIDCUP, Kent.—Hatherley Garage, Hatherley Rd. Footscray 1126. Triumph retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1158/9. Triumph retail dealers.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd. Ken. 6642 (5 lines). Officially appointed retailers.

SUNDERLAND.—R. & J. Smith, Pallion Road Garage. Tel. 3503. Triumph retail dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Triumph retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 1425. Distributors.

TUNBRIDGE WELLS, Kent.—Wards Service Garage, Ltd., 319-323, St. John's Rd. Southborough 1000 (3 lines). Agents.

UXBRIDGE.—Locomotors, Ltd., Procters Motors, 122, High St. Uxbridge 438. Triumph retail dealers.

WESTCLIFF-ON-SEA, Essex.—Chalkwell Motor Co., Ltd., 664-666, London Rd. Leigh-on-Sea 78247/8. Retail dealers.

WOODFORD GREEN, Essex.—Lamb's, Ltd., Standard House, Southend Road. Wanstead 6666. Triumph distributors.

VAUXHALL

AIRDRIE.—Watson Bros., County Garage, 28/49, High St. Airdrie 2444/5/6. Area dealers.

ALTRINCHAM, Cheshire.—Arden & Bull, Ltd., Old Market Place. Alt. 2662/63. Vauxhall agents.

BALHAM, S.W.17.—G.N., Ltd., 278 & 300, Balham High Rd. Bal. 1033. Vauxhall main dealers.

BARNET, Herts.—Odeon Motors, Limited, Great North Road. Tel. 4100. Vauxhall main agents.

BERWICK-UPON-TWEED.—Blackburn & Price, Ltd., Silver St. Tel. 436 (3 lines). Vauxhall main dealers.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington. Erd. 2226/7. Retail dealers.

BRIDGWATER, Somerset.—Real Mediland & Wills, Ltd., Monmouth Street. Tel. 2639. Vauxhall area dealers.

BRISTOL, 1.—Charles Cruickshank Motors, The Centre. Tel. 25280. Vauxhall retail dealers.

CROYDON, Surrey.—Croydon Automobile Co., Ltd., 380, London Rd. Thornton Heath 3276-9. Main dealers.

HAVERHILL, Suffolk.—Cleales, Ltd., High Street. Tel. 47. Vauxhall area dealers.

HILLINGDON, Middlesex.—Hillingdon Motors, Ltd., 325/327, Long Lane. Uxbridge 412. Vauxhall agents.

IPSWICH.—McNamara Motors, Ltd., St. Helen's St. Tel. 3775-6 & 3366. Vauxhall agents.

KINGSTON-UPON-THAMES.—Kingston Hill Motor Works, Ltd., Kingston Hill. Tel. 3116/9. Vauxhall main dealers.

LONDON, W.1.—Shaw & Kilburn, Ltd., West End Showrooms, 4-6, Berkeley Square. Grosvenor 4328.

LONDON, N.W.3.—Blue Star Garages, 617, Finchley Rd. Hampstead 2254. Vauxhall retail dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Rd., The Hyde. Colindale 7171. Vauxhall main dealers.

LONDON, N.3.—H. Pope & Sons ,Ltd., 39-45, Ballards Lane. Finchley 0113-6. Vauxhall main dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Fro. 0063, 0929. Vauxhall dealers.

LONDON, S.W.9.—Keith & Boyle (London), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

LONDON, S.W.15.—Dixon's Garages, 134, West Hill, Putney 0396. Vauxhall retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96/98, Upper Richmond Rd. Putney 4581 (3 lines). Retail dealers.

LUTON, Beds.—Plowmans, Ltd., Hitchin Road Tel. 2226. Vauxhall retail dealers.

MATLOCK, Derbyshire.—The Matlock Motor Co., Ltd., Bakewell Road. Tel. 151. Vauxhall area dealers.

PLYMOUTH, Devon.—Turnbulls, Ltd. Plymouth 4312 (3 lines). Vauxhall specialists.

VAUXHALL—*Continued*

POTTERS BAR, Middx.—Blue Star Garages, High St. Potters Bar 3205. Vauxhall retail dealers.

RICKMANSWORTH, Herts.—Bridge Motors, Church St. Tel. 2362. Vauxhall agents.

ROYSTON, Herts.—Logsdon's Garage, Ltd., Melbourn Street. Royston 2281-2. Vauxhall area dealers.

RUNCORN, Cheshire.—P.L.P. Motors, Ltd., Brookside Garage, Halton Brook. Runcorn 2644. Vauxhall main dealers.

SHEPTON MALLET, Som.—F. Hodder, The Central Gar., Paul St., & Market Place. Tel. 30. Area dealers.

ST. ALBANS, Herts.—Marlboro' Motors (St. Albans), Ltd., 100-102, London Rd. St. Albans 1590/1. Vauxhall agents.

STOURBRIDGE.—North Worcestershire Garages (Stourbridge), Ltd. Tel. 2242-5. Vauxhall dealers.

SUNNINGDALE, Berks.—Sunningdale Motors, Ltd., London Rd. Ascot 319. Vauxhall agents.

WALTHAM ABBEY, Essex.—Hazlemere Motor Co. W/A, Ltd. Waltham Cross 2275-6-7. Retail dealers.

WALTHAM CROSS.—Arlington Motor Co., Ltd., High Rd. Tel. 2760. Vauxhall dealers.

WARRINGTON, Lancs.—P.L.P. Motors, Ltd., Liverpool Rd. Tel. 1336. Vauxhall main dealers.

WEYBRIDGE (Surrey).—Wood's Garage, Ltd., High St., Weybridge 217. Vauxhall agents.

WOKING, Surrey.—L. F. Dove, Ltd., Guildford Rd. Woking 1282. Vauxhall area dealers.

YORK.—The Micklegate Motor Co., Ltd., Micklegate Bar. York 2388. Vauxhall retail dealers.

WILLYS-OVERLAND

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Distributors.

WOLSELEY

ARGYLL.—John Hule & Co., Ltd., 60-64, Longrow, Campbeltown. Campbeltown 3211. Wolseley area dealers.

ASHFORD, Middx.—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084/3906. Wolseley retail dealers.

BARNET, Herts.—Ramsay Motors Ltd., 242-248, High St. Barnet 3240. Wolseley area dealers.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd. Bedford 66221. Wolseley distributors.

BOGNOR REGIS.—W. Jones & Sons, Lennox St. Bognor Regis 2166. Wolseley area dealers.

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots," 52-54, Manningham Lane. Tel. 25591. Area dealers.

BRISTOL 1.—Western Motors (Bristol) Ltd., Park Row. Tel. 26304. Wolseley distributors.

CARMARTHEN.—Eddie Stephens Motors, 22-23, Water St. Tel. 233. Wolseley retail dealers.

COLWYN BAY, North Wales.—Braid Bros., Ltd., Abergele Rd. Colwyn Bay 2264. Wolseley distributors.

CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004. Wolseley area dealers.

DUMFRIES.—A. C. Penman, Ltd., Irish St. Dumfries 1957-8. Wolseley distributors.

EDINBURGH.—J. M. Sloan & Co., Ltd., Belford Rd. Central 4664. Wolseley distributors.

ENFIELD, Middx.—D. J. Shepherd & Co. (Enfield), Ltd., 434-436, Hertford Rd. How. 1631/5923. Dealers.

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1234 (5 lines). Wolseley distributors.

HERNE HILL, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087-8-9. Wolseley retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Wolseley retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101. Retail dealers.

LONDON, W.1.—Phillip Rickards, Ltd., 4, Brick St. Grosvenor 4772. Wolseley agents.

LONDON W.1.—Kevill-Davies & March, Ltd., 41-42, Haya Mews, Berkeley Square. Gro. 2563/4936. Retail dealers.

LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Mayfair 5951. Wolseley distributors.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0085. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075-6. Stocking agents.

LONDON, W.2.—Charles Rickards, Ltd., 56, Bayswater Rd. Paddington 1820. Wolseley retail dealers.

LONDON, W.3.—Crescent Garage, Ltd., 363, Uxbridge Rd., West Acton. Acorn 3114. Wolseley retail dealers.

LONDON, N.W.1.—Reys Motors, Ltd., 73-75, Albany St. Euston 6994 & 6928. Retail dealers.

LONDON, N.W.3.—Blue Star Garages, 617, Finchley Rd. Hampstead 2254. Wolseley retail dealers.

LONDON, N.3.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley. Tel. 0113-6. Wolseley area dealers.

LONDON, S.E.23.—Titjen & Hillier, Ltd., 110, Wood Vale. Forest Hill 2432. Retail dealers.

WOLSELEY—*Continued*

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Freemantle 8401. Retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earls Court Rd. Fro. 0063, 0929. Wolseley dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Sth. Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., Sth. Kensington. Ken. 2977-8. Wolseley agents.

LONDON, S.W.11.—Red Rics Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Wolseley retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. Wolseley retail dealers.

LONDON, S.W.17.—Shaw Motors, Ltd., 666/678, Garratt Lane. Wimbledon 3051-2-3. Wolseley retail dealers.

LONDON, S.W.19.—Jarvis of Wimbledon, Morris House, Morden Rd. Liberty 8221 (8 lines). Main dealers.

LOSTWITHIEL, Cornwall.—Skelton & Co. (Lostwithiel), Ltd., 28/29, North St. Lostwithiel 3. Main dealers.

NORTHWOOD, Middlesex.—Colliver-Fisher, Ltd., Station Parade. Northwood 777. Wolseley area dealers.

OKEHAMPTON, Devon.—F. J. Glass & Co., Ltd., Central Garage. Tel. 39. Wolseley main agents.

ORPINGTON, Kent.—Burton & Deakin, Ltd., Station Hill. Tel. 507 (3 lines). Wolseley agents.

RICKMANSWORTH, Herts.—Bridge Motors, Church St. Tel. 2362. Wolseley area dealers.

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Littleborough 8151. Wolseley retail dealers.

ROMSEY, Hants.—Wrynams, Ltd. Tel. 3215. Wolseley dealers.

ROYSTON, Herts.—Logsdon's Garage, Ltd., Melbourn St. Royston 2281/2. Wolseley area dealer.

SIDCUP (Kent).—Crips Bros. (Automobile Engineers), Ltd., Main Rd. Footscray 3066. Wolseley area dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St. Tel. 24181-2. Official Nuffield retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. 1158/9. Wolseley retail dealers.

ST. HELENS.—McLean & Appleton Ltd., Prescot Rd. St. Helens 2253. Wolseley area dealers.

SURBITON, Surrey, G. & R. Garage, Ltd., 1-5, St. Mary's Rd. Elmbridge 6755. Wolseley retail dealers.

TANKERTON, Kent.—George Fitt Motors, Ltd. Whitstable 2244. Wolseley retail dealers.

TOLWORTH, Surrey.—Blue Star Garages, The Broadway. Elmbridge 4290. Wolseley retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. 88221-2. Wolseley retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 1425. Distributors.

UXBRIDGE.—Locomotors, Ltd., Procters Motors, 122, High St. Uxbridge 438. Wolseley retail dealers.

VIRGINIA WATER, Surrey.—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154/5. Wolseley retail dealers.

WALTHAM ABBEY, Essex.—Hazlemere Motor Co. W/A., Ltd. Waltham Cross 2275/6/7. Area dealers.

YORK.—Robert B. Massey & Co., Ltd., Market Weighton. Tel. 3115 (5 lines). Area dealers.

COMMERCIAL SPECIALISTS

AUSTIN

DUMFRIES.—A. C. Penman, Ltd., Irish St., Dumfries 1957/8. Austin Commercial distributors.

COMMER

BRENTFORD, Middx.—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Ealing 3400 (7 lines). Official dealers.

HAYWARDS HEATH, Sussex.—Dinnage's Garages, Ltd., Wivelsfield Rd. Tel. 1466. Commer dealers.

LONDON, W.3.—Metropolitan Motors (Prop. Acton Motors, Ltd.), 192-6, Horn Lane, Acton. Acorn 5064-6. Commer dealers.

DODGE

NORWICH.—Reliance Garage (Norwich), Ltd., Heigham St. Norwich 20366. Dodge (Commercial) distributors.

FORDSON

BOURNEMOUTH.—Hendy Bros., Ltd., Palmerston Rd., Boscombe. Boscombe 34262 (3 lines). Fordson distributors.

NEWTON ABBOT, Devon.—Mid-Devon Garage, Ltd., 38, Wolborough St. Tel. 1702/3. Fordson main dealers.

MORRIS

EPSOM, Surrey.—The Woodcote Motor Co., Ltd., Church St. Epsom 1234 (5 lines). Morris Commercial distributors.

TROJAN

ROMFORD, Essex.—The Romford Motor Co., 181, South St. Romford 2211. Trojan distributors.

MISCELLANEOUS ADVERTISEMENTS

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ASYNCHRO.

VAUXHALL self-drive 1950-1953 Wyvern, Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns. ($11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St. Tel. Slough 20501. [0132/R

IVOR HILL, Ltd.—A40s, 30/- per day; 50 free miles.—Revelstoke Rd., S.W.19. Wimbledon 5686. [0360/R

MANCHESTER.—Drive yourself 1952 saloons, overseas visitors specially catered for.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Park 9664/5. [0466/R

LONDON'S lowest rates; the private car chauffeur-driven hire service.—Lontax (Vic. 771-2), Dolphin Square, S.W.1.

SELF-DRIVE hire, inclusive terms. 1952 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [0458/R

YORKSHIRE.—Drive Yourselves (Hull), Ltd., Morris Minor, Oxford, Six, Jaguar Mk. V.—562, Anlaby Rd., Hull 51039. [919]

ZEPHYRS, Consuls, 40/- per day; A40s, 30/-; Minors, 25/-.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 2646/6801. [0457

SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rona, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2105. [9064

HAROLD R. HILLS GARAGE.—Garage accommodation service high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE.—Self-drive specialists; 1951 and '52 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3854. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

A40s £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0656/R

OVERSEAS tourists, modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 8229. [5367

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage, cars delivered.—Bri. 5632; 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R

DRIVE-YOURSELF hire, post-war cars, attractive rates long or short periods business or pleasure; overseas visitors specially catered for.—H. P. Edwards, 26, Upper High St., Epsom 9400. [M2001

NEW cars in perfect condition; self-drive from £1 per day and 6d per mile, including petrol, oil and insurance; minimum mileage over 60 miles per day, overseas visitors receive special attention.

WILCONS CAR HIRE SERVICES, Ltd., 34, Acre Lane, S.W.2 (Tel. Brixton 4011), and at 1 Dorking Rd., Epsom (Tel. Epsom 3901) [0802/R

SELF-DRIVE.—Coming on leave, visiting Britain? Keenest rates, reduced charges extended periods; 50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087/9. [0031/R

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5 DAYS for £5; London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4 (Can. 1131-2); 20, Grosvenor Place, Victoria, S.W.1. (Sio. 9644). (Garage Chester Close.) [0507/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability; chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8689, and at 143, North End Rd., Golders Green, N.W.11. Meadway 2455. [0084/R

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FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107 Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R

NEW Ford Zephyr and Prefect saloons, self or chauffeur driven from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [0091/R

OVERSEAS visitors; a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

COLLOMS CARS for self-drive, 1951 Austin A70s and A40s; Humber Hawks and Snipes; Ford Pilots; Austin 16s; all fitted heaters, A.A. facilities on all cars; 12gns per week, no mileage charge or extras; summer tariff from 15gns.—Tel. Maida Vale 5154/3651-2. Garage and Works, 290-300, Lanark Rd., W.9. [M1055

LUXURY travel at low cost in Britain and Europe. 500 new Jaguars, Austins, Fords, from £2 a day for 70 miles, then 3d a mile, or 70/- a day unlimited mileage in R.M.V. radios, heaters, roof racks, recommended A.A. and R.A.C. This fleet is maintained at peak efficiency with Shell petrol and Shell X-100 motor oil.—J. Davy, 6-9, Logan Place, Kensington, W.8. Fre. 6000; or 215, Brompton Rd., S.W.3. Ken. 1108. [0401/R

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ASHFORD, Middx.—Heroert & Miss, Ltd., Church Rd., R.A.C. & A.A. repts. Tel. 2678, 2960. A.O.

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright. Brookwood 2201/2. A.O. [2221/R

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ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

42 FT reg. yacht Manya, handed twin screw, pneu. selector control of gears, 15 knots, ketch rig, value £3,350, or exchange smaller boat and cash or post-war Bentley car.—Lewis Motors, Gerrards Cross 3777. [9068

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R

36 FT twin-screw motor cruiser, centre wheelhouse and bridge. Chine-type hull. Commodore pet/paraffin engines, 2/1 reduction and reverse gear, auxiliary generator, sleeps 4. Dunlopillo throughout, completed last year, used for trials only, lying Solent; £2,950, or near offer, or would exchange for recent Mk. VI Bentley.—Write Box 4876. [7299

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WANTED, maker for outside car covers.—Box 7124. [2785

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MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St., London, W.1. Ambassador 1837. [0162/R

CAR RADIO

SPIKINS (TWICKENHAM) Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1955-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail; all makes available. [0116/R

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GROUT & Co. (COACHBUILDERS), Ltd., 2, Ilfley Rd., Hammersmith. Riverside 1048.—All types of coachwork. [0509/R

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TYRES and tubes (used), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete types; all commercial ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [2231

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation, post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswelltiro, Norwest, London. [0087/R

TYRES, sound, part used; car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included, quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days, cash or P.O. with order to Jayness Tyre Co. (Dept. A.O.), 68-72, North Wharf Rd., London, W.2. [0163/R

Tyres Wanted

PLEASE send us your sound covers fit for remoulding; up to 5.00in section, 10/- each; 5.25 to 7.00in, 15/- each; despatch within 24 hours of approval; please label plainly.—Sharman's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0675/R

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ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

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WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respinned, re-enamelled, East clean wheels repaired, retrued.—56a, High St., Wimbledon. [0638/R

CLARE'S MOTOR WORKS.—Large stocks wheels, wire Easy Clean and Artillery; rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R

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BUSINESS & PROPERTY, SITUATIONS, BOOKS

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GODDARD & SMITH (valuers for all purposes), 22, King St., St. James's, London, S.W.1. Tel. Whitehall 2721 (20 lines).

ESSEX Coast.—Garage and filling station with modern residence; 3 electric petrol pumps, well equipped workshop, 2 vehicles; leasehold (with option to purchase) 19 years unexpired at £416 p.a. excl.; price all in £4,000, or close offer.

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NORTH SOMERSET.—Good main road, old-established garage business with 82 authorised coach tours; for sale as a going concern; price (to include 4 coaches and 5 cars), £4,250; s.a.v.—Apply King, Miles & Co., Midsomer Norton, Somerset. (Tel. 59.) [2636

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GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. [0546/R

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GARAGE, repairs, petrol and car hire, Croydon area; mod. flat over, 2 rec., 3 beds., bathroom, kit.; garage space 22 cars; workshop and equip.; lease 7 yrs.; £165 p.a.; freehold available; good turnover and profit; price, including Buick cars, £2,500; s.a.v.—Particulars from Burton, 14, Ross Rd., Wallington, Surrey. [2764

BUSINESS AND PROPERTY

RAMSGATE.—Freehold garage and house; 4 pumps, Tetcalemit greasing bay; workshops, all latest equipment; few yards from sea; neglected owing to other business; terrific scope; £4,750.—Hurley, 46, Addington St., Ramsgate. [2725

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£10,000 to £15,000; garage/filling station with house required in Southern England; full details please.—Box 7060. [2652

WORCESTERSHIRE / Warwickshire / Shropshire / Herefordshire or Staffordshire, filling station/garage required with house attached.—Raines & Co., Estate Agents, 136 Corporation St., Birmingham. Central 2161. [2595

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel Whitehall 2721 (20 lines). [0291

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The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order 1952.

COMPETENT man required to take sole charge repairs dept; country garage, Herts; write experience, salary.—Box 6955. [2445

FINCHLEY firm require experienced salesman, must know second-hand values, salary and commission.—Apply Box 7126. [2656

EXPERIENCED live car salesman, first-class prospects for right man.—Apply E.A.M., Lex Garages, Ltd., 2, Lexington St., W.1. [2580

EXPERIENCED salesman required for country firm; Morris, Wolseley, Vauxhall dealership; salary and commission; apply with details of experience, age, etc. —Box 7020. [2618

EXPERIENCED car salesman wanted by N.E. coast distributors; good, permanent opening with excellent prospects for man interested going ahead.—Full details to Box 6997. [2581

REPRESENTATIVE or manufacturers' agent calling on wholesale and retail motor trade and requiring additional quick-selling line should write to J. & H. Developments, 22, Warwick St., Rugby. [2683

SALES representative with some technical knowledge and established connections in the South London area required by London firm of engine repair specialists, salary and commission, car available.—Box 6752. [2010

MOTOR engineers West London require fully experienced working foreman able to estimate and work to a very high standard; expert knowledge of Rolls-Royce cars essential; salary range £500 to £750.—Apply Box 7105. [2679

SERVICE manager wanted, modern semi-detached house available, must be fully experienced in all sections of the motor trade, control, organisation, etc., excellent opportunity for right man; apply in writing, stating age, experience, etc.—The Warminster Motor Co., Ltd., Warminster, Wilts. [1951

SITUATIONS VACANT

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LONG established London agents with coachwork and repairing department require salesman to take charge of light commercial side in conjunction with private sales department; salary and commission to be arranged; resident S.W. area preferred; write experience and connection.—Box 7053. [2629

MOTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). [M3065

LEADING distributors in East Anglia require car sales representative in Ipswich; applicants must be fully trained salesmen of excellent character and sound education with first-class references; permanent position, providing every opportunity of advancement for energetic man with ability to produce results; apply in confidence to director.—Box 6998. [2582

SALES manager for new showrooms in south-west London handling popular range of new and used cars; applicants must have proven ability to build up a satisfactory business from scratch, given the backing of an old established and well-known company; rep.y in confidence with full details of experience, to—Box 7062. [2658

ADVERTISERS offer an opportunity for a salesman possessing first-class references, seeking the greater and more remunerative responsibilities of sales control with car and commercial distributors; the successful applicant will be one who has the necessary self-confidence to make this move to a progressive future at Yorkshire coast resort; write in fullest detail; housing assistance offered.—Box 7054. [2651

ANCHOR MOTORS, Chester, Rootes Group distributors in six counties, require a wholesale trade representative; applicants must have previous sales experience in motor trade and be capable of handling new cars and commercial vehicles, a good salary will be paid with expenses and a car will be provided.—Applications in first inst., in writing, to Sales Manager, Anchor Motors, Chester. [2573

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WORKS foreman, sound technical knowledge, all branches of repair work, 25 years' practical experience.—Box 7127. [2814

WORKS manager (38) seeks similar position, fully experienced, reception, diagnosing, estimating, costing.—Box 7111. [2728

RESPONSIBLE sales position required, London or Home Counties; pre-war experience values; references.—Box 7123. [2782

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30000 Motoring books, magazines, journals, new and second-hand; immediate supply; list stamp.—G. A. Final, 13, Nashleigh Hill, Chesham, Bucks. [2121

DYKES Automobile Encyclopædia, invaluable for garages, motorists, students; 1,481 pages, 4,000 illus., new 1950 edition over 500,000 copies sold; descriptive leaflet free.—Thomas Co. (DATO), 111, Buchanan St., Blackpool. [0899/R

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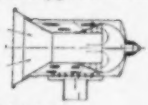

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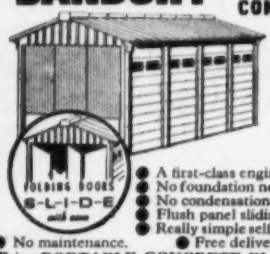

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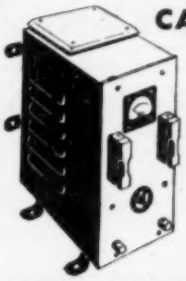

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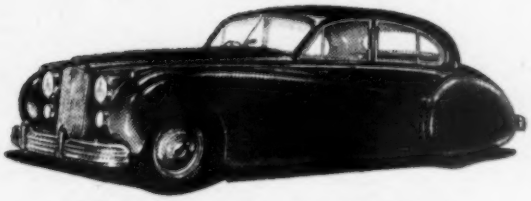

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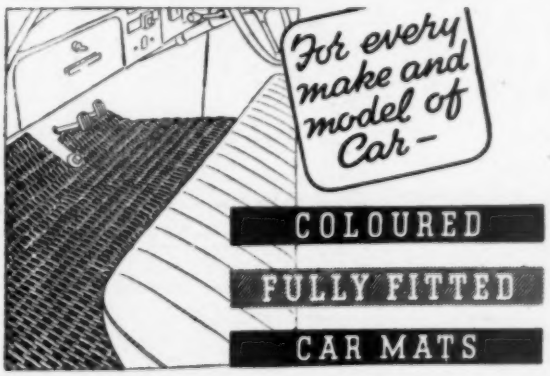

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INDEX TO ADVERTISEMENTS

PAGE

ABBOTT, E. D., LTD. 36
A.B.C.D. (Raynes Park), Ltd. 128
Abingdon King Dick, Ltd. 64
A.C. Cars, Ltd. 10, 11
AC-Delco Division of General Motors, Ltd. 53
Acres Autos, Ltd. 132
Acrow (Engineers), Ltd. 78
Aero-Spares Co. 70
A.F.N., Ltd. Edit. 652
Aircleaner Silencer Co., Ltd., The 179
Alan, David, & Co., Ltd. 130
Alexander, J. C., Ltd. 50
Amal, Ltd. Edit. 652
Ansteys, Ltd. 34
Arcot Engineering, Ltd. 124
Armstrong-Siddeley Motors, Ltd. 91
Armstrong's Patents Co., Ltd. 12
Arnold, William, Ltd. 51
Austin J., & Sons, Ltd. 180
Austin Motor Co., Ltd. Facing Edit. Page 612
Automobile & Sheet Metal Co. 179
Automotive Products Co., Ltd. Between Edit. Pages 612-613
Autoset (Production), Ltd. 82

BANK TOP MOTOR HOUSE, LTD. 48, 132
Barimar, Ltd. 83
Barnacle, Ltd. 39
Batley, Ernest, Ltd. 126
B.B. Chemical Co., Ltd. 4
Beard, R. F., Ltd. 60
Beart, H., & Co., Ltd. 36
Berkeley Coachwork, Ltd. 68
Berry, Richard, & Son 76
Berry, Wiggins & Co., Ltd. 179
Birmingham Mnfs. & Traders, Ltd. 122
Blanchflower (Kettering), Ltd. 56
Bluemel Bros., Ltd. 28
Blue Star Garages, Ltd. 132
Boss & Rogers, Ltd. 181
Boulogne Chamber of Commerce 16
Brew Bros., Ltd. 23
Bridgewater Bros., Ltd. 181
Bright Manufacturing Co., Ltd. Between Edit. Pages 646-647
British Belting & Asbestos, Ltd. 112
British & Colonial Motors, Ltd. 20
British Leather 129
British Wire Products, Ltd. 7
Britton, C. A., & Co. (Liverpool), Ltd. 52
Broadfields Garage & Eng. Co., Ltd. 42
Brown Company, A. David 67
Brown's Garage 134
Burgess Products Co., Ltd. 26
Burtonwood Engineering Co., Ltd. 71
Butterworth Engr. Co., Ltd. 180

CAMDEN MOTORS, LTD. 133
Car Coverall, Ltd. 78
Carreras, Ltd. 68
Cass's Motor Mart 133
Charles (Wednesbury), Ltd. 28
Chelmsford, Corporation of 124
Chidley, Robert, Ltd. 20
Chloride Batteries, Ltd. 14
Citroen Cars, Ltd. 1
Cliftons Service Station, Ltd. 59
C.M.I. Products, Ltd. 182
Cole, E. K., Ltd. 60
Collier & Collier, Ltd. 179
Cooden Engineering Co., Ltd. 36, 135
Coombs & Sons (Guildford), Ltd. 35, 133
Cords Piston Rings, Ltd. 72
Cornercroft, Ltd. 30
Coventry Hood & Sidescreen Co., Ltd. 58
Coventry Radiator & Presswork Co., Ltd. Between Edit. Pages 638-639
Cox-Atmos Products, Ltd. 181
Cox & Co. (R.W.), Ltd. 80
Croall, John, & Sons, Ltd. 77
Crompton Parkinson, Ltd. 54

DAIMLER CO., LTD. 99
Davy, J. 133
Delco-Remy-Hyatt 25
Desmo, Ltd. 72
Dobbs, H. G., Ltd. 36
Domestic Supplies 179
Dover, Ltd. 44
Duckham, Alexander, & Co., Ltd. 56
Dunlop Rubber Co., Ltd. 41
Dunlop Special Products, Ltd. 81
Dunn, A. L., & Co., Ltd. 44
Dunn's Garages (Sunderland), Ltd. 52, 132
Duralife Batteries, Ltd. 183

EASTERN MOTOR CO., LTD. 77
Economic Supply Service, The 46
E.F.S. Motors, Ltd. 24
Elers, Le Grice, Ltd. 20
Enfield Tyre Co. 130
Esso Petroleum Co., Ltd. 104
Eversure Accessories, Ltd. 66

FERODO, LTD. 114
Firestone Tyre & Rubber Co., Ltd. 15
Fletcher Miller, Ltd. 179
Fonadek (Branson), Ltd. 183
Ford Motor Co., Ltd. 84

GAMAGE, A. W., LTD. 116
Garringtons, Ltd. 6
General Accident, Fire & Life Assurance Corpn., Ltd. 66
Gethin, J. W., Ltd. 182
Girling, Ltd. Cover II
Glacier Metal Co., Ltd. 29
Glanfield Lawrence, Ltd. 135
Goddard, W., & Co., Ltd. 34
Goodyear Tyre & Rubber Co., Ltd. 92
Green & Zonis, Ltd. 51
Gregory's of Uxbridge, Ltd. 179
Grose, Ltd. 65
Grose, James, Ltd. 74
Grosvenor Garage 50

HALESOWEN MOTOR WORKS, LTD. 65
Halfway Garage, The 133
Halls (Finchley), Ltd. 23
Hamilton Motors (London), Ltd. 26
Harris, A. E., Ltd. 65
Hartwell, George, Ltd. 35
Headen, A. E., Ltd. 179
Henleys Tyre & Rubber Co., Ltd. 63
Henlys, Ltd. 136
Hepworth & Grandage, Ltd. 123
Highbury Corner Motor Co., Ltd. 21
Hill, R. F., Ltd. 179
Hoffmanns Garage, Ltd. 51
Hollingdrake Automobile Co., Ltd. 48
Holt, Douglas (Est. 1919), Ltd. 75
Humber, Ltd. 105

ILIFFE & SONS, LTD. 118
Industrial Asphalts, Ltd. 182
Intalok, Ltd. 56
Isle of Man Tourist Board 54

JACKSON, H. A. 35
Jaguar Cars, Ltd. Facing Edit. Page 638, 113
Jarrett, Rainsford & Laughton, Ltd. 80
Jarvis & Sons, Ltd. 23, 134
Jenks Bros., Ltd. 124
Jenks, A. E. & Cattell 122
Jensen Motors, Ltd. 101
Johnson, S. C. & Son 17
Jones Bros. 50

KANGOL, LTD. 74
Kennings, Ltd. 125
Kent, Ronald (Coachbuilders), Ltd. 181
Key Leather Co., Ltd. 42

LAMBRETTA CONCESSIONAIRES LTD. 32
Lane Accessories 62
Lankester Engineering Co., Ltd. 20, 22, 34, 135
Laycock Engineering Co., Ltd. 61
Laystall Engineering Co., Ltd. 55
Lea-Francis Cars, Ltd. 111
Leco Accessories (Chertsey), Ltd. 82
Leigh Park Motors, Ltd. 37
Leytonstone Jig & Tool Co., Ltd. 128
Lister Equipment Co., Ltd. 179
Lodge Plugs, Ltd. 106
L.R. Supply Co. 70
Lucas, Joseph, Ltd. 5

MAJOR MOTORS, LTD. 65
Malden Transformer Supplies 180
Manchester Garages, Ltd. 52
Marshall's (HX), Ltd. 52
Marston-Excelsior, Ltd. 128
Martin, Walter, Ltd. 129
Mayfair Garages, Ltd. 135
Mc & B. Heat Control, Ltd. 182
Measham Motor Sales Organisation 18
Mebes & Mebes, Ltd. 24
Millers Car Equipment 181
Mole, M. & Son 68
Morris S. & Co. Ltd. 134
Mount Caravans, Ltd. 76
Mulliner, H. J. & Co., Ltd. 90
Munro, Joe 77
Munster Chemical Co. 181
Myers, Eric S., Ltd. 49

NATIONAL BENZOLE CO., LTD. 100
Naylor & Root, Ltd. 131
Neale, James & Sons, Ltd. 8
Neo Electrical Industries, Ltd. 180
Newnhams, Ltd. 134
Newtons of Huddersfield 49
Novo Productions, Ltd. 57
Nuagane Products, Ltd. 78
Nuway Manufacturing Co., Ltd. 40

OLDHAM & SONS, LTD. 43

PARK BROS., LTD. 46
Parkers, Ltd. 49
Park, Ward & Co., Ltd. 38
Pelham, A. 179
Perry, W. Harold, Ltd. 134
Peto, C. A., Ltd. 21
Pickavant, J. W. & Co., Ltd. 130
Pirelli, Ltd. 70
Plus Gas Co., Ltd. 120
Portable Concrete Buildings, Ltd. 180
Powell, R. P. (Motors), Ltd. 22
Power Petroleum Co., Ltd. 13
Powis, David & Sons, Ltd. 62
Premier Motor Policies, Ltd. 179
Premier Spring Co., Ltd. 130
Pressed Steel Co., Ltd. Between Edit. Pages 646-647
Price's Lubricants, Ltd. 119, Cover III
Prince (Kingston), Engineers, Ltd. 116
Production Planning & Design, Ltd. 180
Prynn & Stevens, Ltd. 22
Pyrene Co., Ltd. 9

RALLIE HEALTH APPLIANCES, LTD. 66
Reading Automobiles (Weybridge), Ltd. 34
Regency Covers, Ltd. 30
Reid, John & Sons 33
Renault, Ltd. 47
Renham & Romley, Ltd. 124
Rennos 22
Richards, W. T. (Bexleyheath), Ltd. 37
Rickards, Charles, Ltd. 20
Riley Motors, Ltd. 94
Rival Lamps, Ltd. 128
Robinson, L. & Co. (Gillingham), Ltd. 58
Rolfe, B. A., & Sons, Ltd. 37
Rolls-Royce, Ltd. 89
Rootes, Ltd. Facing Edit. Page 646
Roussel, Ltd. 54
Rover Co., Ltd. Facing Edit. Page 639
Rowland Smith (Motors), Ltd. 135
Royal Insurance Co., Ltd. 120
Rubery, Owen & Co., Ltd. 2
Runbaken Electrical Products 64
Rye, Claude, Ltd. 118

SALMON, GUY 127
Sankey, Joseph, & Son, Ltd. 31
Saunders, H. A., Ltd. 21, 132
Scale Model Equipment Co. 126
Scott, Walter, Ltd. 134
Servais Silencers, Ltd. 72
Shepherd, D. J., & Co. (Enfield), Ltd. 23
Shorrocks Superchargers, Ltd. 19
Shrimptons Motors, Ltd. 21
Simmonds Aerocessories, Ltd. 73
Singer Motors, Ltd. 93
Slip Products Co., Ltd. 120
Smith's Motor Accessories, Ltd. 102
Soans & Dunn, Ltd. 37
South-Eastern Battery & Electrical Co. 180
Spiral Saws, Ltd. 80
Sponcel, Ltd. 62
Standard Motor Co., Ltd. Facing Edit. Page 613
Starnes Motors, Ltd. 20
Stothert, James, Ltd. 180
Surrey Concrete, Ltd. 74
Swanmore Car Sales 121
Sydney, John, Ltd. 76

TANKARD & SMITH, LTD. 135
Taylor, Allan (Motors), Ltd. 22
Tecalemit, Ltd. 3
Tempered Spring Co., Ltd. 45
Termique Co. 181
Thompson, John, Motor Pressings, Ltd. 32
Thomsons (Carron), Ltd. 182
Thorn, J., & Sons, Ltd. 40
Timberlake, H. H., Ltd. 48
Timms, Reg. (Motors), Ltd. 135
Tinker, T. & J., Ltd. 130
Trancosteel Piston Rings, Ltd. 80
Trinity Cars, Ltd. 134
Truepoint Motor Accessories, Ltd. 180
Turner, William (Kismet), Ltd. 82
Tyre Products, Ltd. 183

UNITED BRITISH CARAVAN CO., LTD. 46
United Dominion Trust, Ltd. 126
United Steamship Co., Ltd., The 38
Universal Dampers, Ltd. 79
University Motors, Ltd. Edit. 651

VACUUM OIL CO., LTD. 27
Vandervell Products, Ltd. 103
Vauxhall Motors, Ltd. Facing Edit. Page 647
Viceroy Sales, Ltd. 126

WAKEFIELD, C. C., & CO., LTD. 115
Walker, J. J. 180
Warwick Wright, Ltd. 117
Watney Motor Accessories, Ltd. 24, 181
Weathershields, Ltd. 64
Wells of Woodford 22
Wembley Court Motors 183
Western Motors 65
Westgate Motors (Wakefield, Ltd.) 52
Weybridge Automobiles, Ltd. 34
White-Spunner B.N., Ltd. 23
Wico-Pacy Sales Corporation, Ltd. Cover IV
Wilcot (Parent), Co. 122
Wilken, G. W., Ltd. Edit. 651
Wilmot Breeden, Ltd. Between Edit. Pages 638-639
Wimbledon Motor Works, Ltd. 36
Wingard (M.A.), Ltd. 58
Wray Park Garages, Ltd. 37

ZENITH CARBURETTOR CO., LTD. 69

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